TOLEDO

1876

Historical, Descriptive,

COMMERCIAL

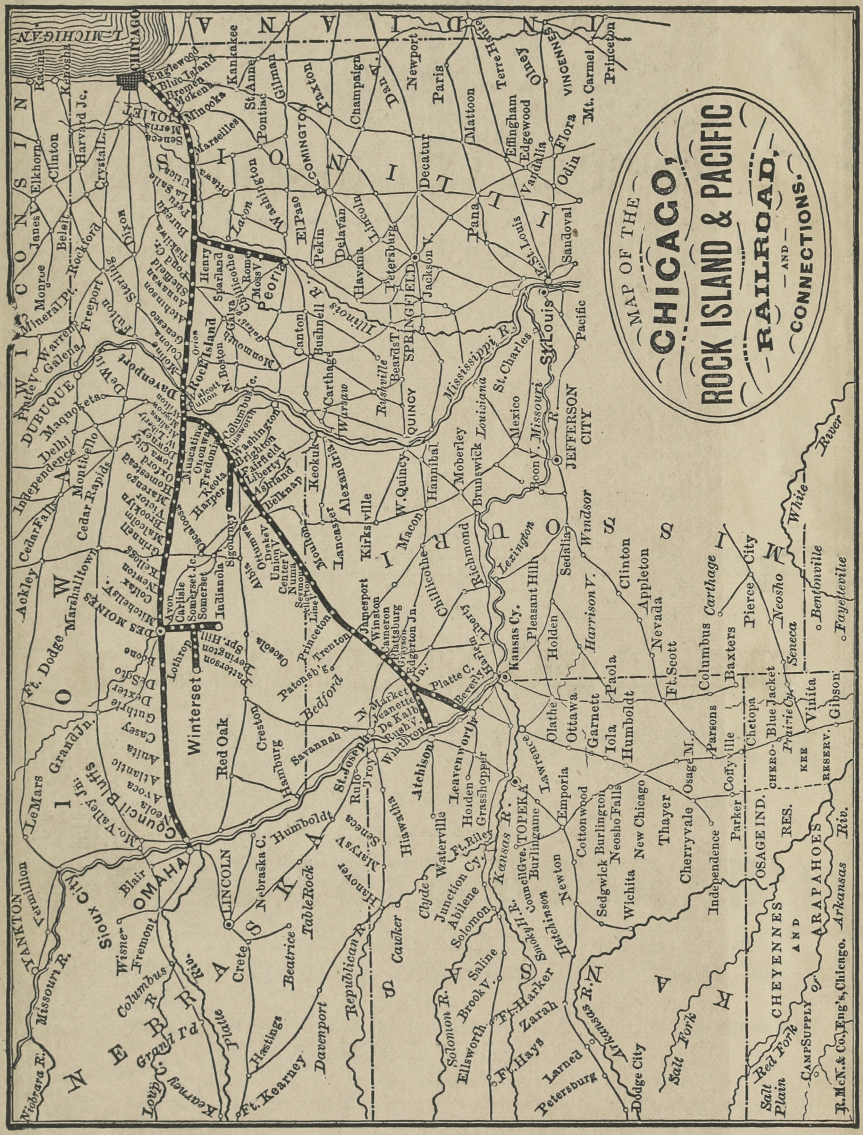
AND

MANUFACTURING ADVANTAGES

Chicago, Rock Island & Pacific Railroad

THE MOST DIRECT ROUTE FROM CHICAGO

TO ALL POINTS IN THE WEST, SANFRANCISCO AND THE PACIFIC COAST.


MAP OF THE
CHICAGO,
ROCK ISLAND & PACIFIC
RAILROAD,
— AND —
CONNECTIONS.
CHICAGO
Englewood
Blue Island
Brighton
Kankakee
Marseilles
Ottawa
Streator
Seneca
Morris
Joliet
Wilmington
Braidwood
Dwight
Pontiac
St. Anne
Gilman
Onarga
Watseka
Iroquois
Crescent City
Clifton
Harvard Jc.
Crystal L.
Elkhorn
Janesv.
Belvidere
Rockford
Winnebago
Rockton
Roscoe
Beloit
Monroe
Mineral Pt.
Darlington
Shullsburg
Platteville
Benton
Hazel Green
Galena
Warren
Freeport
Stockton
Lena
Orangeville
Rock City
Milledgeville
Polo
Mt. Morris
Oregon
Dixon
Sterling
Rock Falls
Prophetstown
Fulton
Morrison
Erie
Albany
Portland Jc.
Clinton
Camanche
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Lyons
Clinton
Princeton
Mendota
Sheffield
Walnut
Tiskilwa
Wyanet
Henry
Starland
Lostant
Depue
Hollowayville
Spring Valley
Peru
La Salle
Utica
Ottawa
Marseilles
Seneca
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Minooka
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Wilmington
Braidwood
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HISTORICAL AND DESCRIPTIVE.

THE

BUSINESS AND BUSINESS MEN

IN 1876.

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HISTORY RECORDING ON TIME THE EVENTS OF NATIONS.

TO

HON. W. F. COOLBAUGH,

President of the Union National Bank,

CHICAGO, ILLINOIS.

SIR. — As an officer of one of the principal monied institutions of the West, enjoying the respect and confidence of the people, for integrity in public, and high social qualities in private life, the editor of this volume respectfully dedicates its pages to you, with his warm desire for your continued prosperity and usefulness.

RICHARD EDWARDS, *Editor.*

TOLEDO, *August*, 1876.

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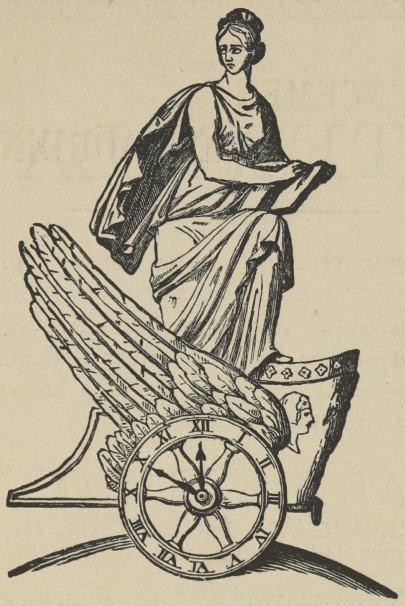

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PREFACE.

The main purpose in the preparation of this volume, has been to furnish the public with a more complete statement than has hitherto been attainable of the present aspect of the "Future Great City;" this, added to a clear, logical and sufficiently minute examination into the history of the city from its earliest days. The research of the author and his assistants into original and unpublished sources of information has been directed chiefly to the Toledo of the present, rather than that of the past. It is believed that the history of Toledo as given in this volume, exhibits the wonderful development of the city in a more logical, thoughtful and instructive manner than they have been given heretofore.

Attention is respectfully called to the full array of new facts brought out in the various departments, especially concerning the railroad facilities, the commerce and the manufactures of Toledo. One of these facts is that Toledo has already tributary to herself about one-fifth of all the railroad mileage on this continent. Another is that her manufactures have increased at least 80 per cent. during the past four years, and her railroads are being pushed into the fertile fields of the North, West and South, with an energy which even the present hostility of the rural population seems unlikely to seriously interrupt.

If readers at a distance are disposed to regard critically the spirit which induces a citizen of Toledo to sound her praises more than perhaps the most guarded taste might suggest, let them consider that the same course has been pursued by all the larger cities of America, and that the great spirit of competition, more thoroughly developed in this country then elsewhere, will not suffer her to remain silent at a time when her sisters have inundated the United States with the fulsome accounts of their respective advantages. Let them bear in mind also, that already have travelers, from every section of the Union, placed on record the most ample, and possibly exaggerated accounts of the various features which endear her to her own citizens, and render the city peculiarly inviting to strangers; and lastly, let them remember that a pardonable pride is the greatest incentive to development and progress in the future.

The author wishes to call the attention of the country dealer to the brief editorial notices, representing, as they do, the leading business

houses of the city, the manufacturing firms, and many of the leading professions. Each in its particular branch offers inducements, while the transportation advantages for quick shipments are unexcelled. The proprietors of our leading banks and mercantile houses are self-made men, who have worked their way up from the bottom of the ladder, and who now stand at the top. They toiled energetically through long years, at last achieving success and fortune; consequently they fully understand the wants and needs of the country, whose trade they desire.

It is hoped that this book will prove of interest and value to the general public, and especially so to those interested in Toledo lands. Departments bearing on this subject have been elaborated with reference to this end, and much effort has been made to present a fuller history than has ever before been published of the lands about Toledo, and the traffic therein. In this we have been aided in no small degree by our real estate dealers; and the article on this subject by Mr. W. Rawle is exhaustive, and deserving of special mention. Extracts from the late Hon. J. W. Scott's pamphlet on "The great cities of the world," will be perused with evident interest, as will also Dr. W. W. Jones' article on the health of Toledo. Mr. J. H. McElroy, of the Blade, has contributed an able and extensive history of Toledo's past, which will be duly appreciated by our citizens. Mr. Thomas Dunlap's memoranda of Lucas county is spicy, and the subject treated in a hearty manner. J. P. Jones, Esq., C. H. Coy, Esq., President of the Commercial National Bank, C. T. Wales, Secretary of the Board of Trade, A. E. Macomber, Paul Raymond, and F. J. Scott, and Messrs. J. B. Battelle and R. Locke, of the Blade, and Oren Dunham of the Commercial, have rendered kind assistance, for which the author wishes to gratefully acknowledge his thanks; also to the numerous patrons of the work for their liberal subscriptions.

To the press, for its kind and courteous treatment, and the valuable assistance which it rendered, as well as the liberal support given to the enterprise, the author gratefully acknowledges his thanks.

With these remarks, and with some reluctant apologies for the inevitable consequences of delays in which some parts of this book have been put to press, The Historical and Descriptive Review is respectfully submitted to the public, which has always manifested an interest, usually kind as well as keen, to hear something more about Toledo.

RICHARD EDWARDS.

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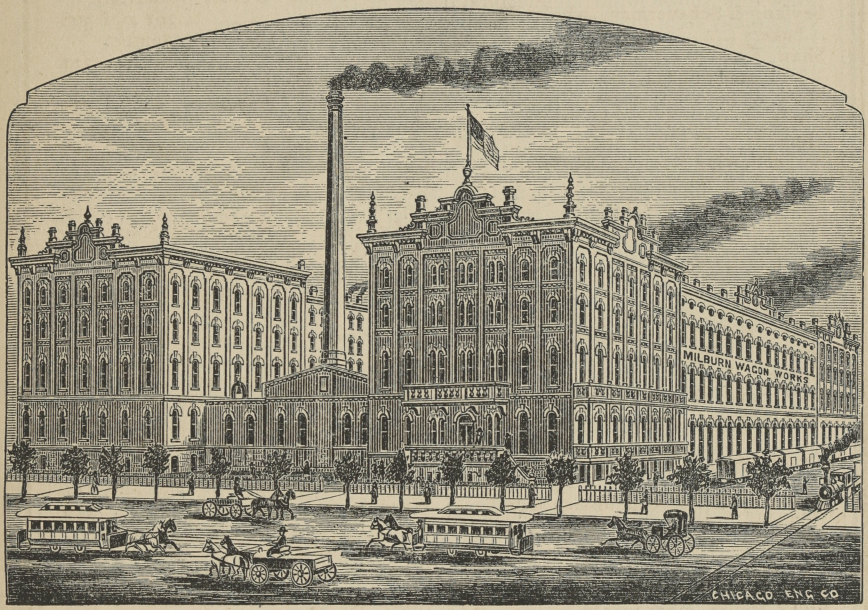
MILBURN WAGON WORKS.

HISTORICAL AND DESCRIPTIVE SKETCH.



BUILDINGS OF THE WAGON WORKS.

If any citizen of Toledo were asked to name that manufactory of his city which led all the rest, not only in present magnitude of operations, but in brilliant promise for the future, that citizen would not hesitate a moment in saying "the Milburn Wagon Works." If interrogated as to which one's products spread the fame of the city farthest abroad, he would be equally ready with his response "the Milburn Wagon Works;" and if still further questioned as to which one had embellished the city with the finest buildings, had attracted around it the best class of improvements, and had drawn hither the largest number of desirable citizens, the monotonous reply of that veracious citizen would be "the Milburn Wagon Works." Such indeed is the case. The visitor who comes to our city whom we desire to impress with our greatness—present and prospective—we infallibly take him to the Milburn Wagon Works and bear down upon his perception with a view of a magnificent pile—large enough for a royal palace, with furlongs of brick walls and acres of shop room, and with a design elegant enough for a prosperous college or a first-class hotel in good circumstances. Then after he has had time to take in the proportions of the immense edifice which rises up before him, his attention is called to the number of fine buildings which have sprung up on every hand in the neighborhood—the

hotels, store-rooms and dwellings that have been called into being by the erection of the works, and which have converted what two years ago was outlying farming ground into a thriving quarter of the city.

The erection of the Milburn Wagon Works was begun in 1873, and they were put into operation in 1875. They are situated on Monroe street, a broad, well paved thoroughfare, and one of the principal streets of the city, and are about two miles from where it is crossed by Summit street, and forms the heart of the city.

A street railroad, put in operation since the erection of the works, runs from the corner of Monroe and Summit to a point one-half mile beyond the works. On approaching the works from the city side one is struck particularly with the great taste shown in the architectural design of the buildings; builders of factories usually seem to consider themselves under some sort of obligation to render them as unsightly and comfortless looking as aggregations of brick and mortar can be made. It costs but little more to make a pleasant appearing, comfortable building, and one gets ample returns on his money, from the pleasure of his neighbor and himself, and the attractiveness the shops have for the best class of workmen. The managers of the wagon works deserve the thanks of the entire community for the liberal taste they have shown in the designs for these buildings. The great size of these has permitted the employment of an imposing style of architecture, and this fact has been taken advantage of very skillfully. The two principal buildings are each 365 feet long, 80 feet wide, and five stories high. These great walls of brick work have their surfaces symmetrically diversified with architectural variations in the lines, high, large windows, with tasteful architraves, and a deep, richly designed cornice, giving character to the whole. These buildings stand 100 feet apart, and front on Monroe street. Between these two main buildings, and standing back twenty feet, is the engine and boiler house, 74 feet long by 64 feet wide. From this rises the grand chimney to a height of 135 feet. With a base twelve feet square this great breathing pipe rises from the roof in octagonal form with all the grandeur of a monument. To the east of the stack is a wide portal for the admission of wagons, and a smaller one through which the workmen gain admission. Thrifty shade trees are planted all around the buildings, and as much attention is paid to external appearances as if the establishment were a seminary of learning. In the boiler room is an air-tight fuel room which receives the shavings and dust from the blowers in the rooms where the wood work is done. The boilers are four in number, 16 feet in length and 5 feet in diameter, with 48 4-inch flues. Water is supplied from a large iron tank connected with another one of immense size on the roof. Connected with this roof tank is a filter of four inches of brick, which thoroughly purifies the water before it enters the heaters.

In the engine room is the mighty arm of iron whose steady and untiring stroke keeps all the machinery of this great factory in motion. The engine is of automatic pattern, with a cylinder 24 inches in diameter and 42 inches stroke, and a driving wheel 16 feet in diameter and 36 inches face, of 250 horse power. Here are also provided two steam pumps. One is the Knowles patent, for use in the emergency of a fire. It is of sufficient power to throw water to the altitude of 183 feet through a nozzle of 1¼ inches. The smaller pump is for feeding the boilers. The water is first purified, as stated, and then by aid of this pump is forced through a Berryman heater into the boilers at nearly boiling heat.

In the rear of the engine and boiler house and between the main buildings, is the dry house. This is one story high, 114 feet long and 30 feet wide. It is divided into four rooms, and has sufficient capacity to hold 120,000 feet of lumber. These rooms are heated by the exhaust steam from the engines, and here the lumber is thoroughly dried, the first most important step in wagon-making.

The great reservoir of the factory is beneath this building and is of the same length and the same width and 15 feet deep, and will hold 50,000 barrels of water — a sufficient supply, so far, for running the engines. It receives all the water from the roofs. By aid of the pump, previously mentioned, the water is forced up into the filter over the boiler room.

The two principal buildings are respectively divided in the center by a solid

brick wall twenty inches thick. Through these walls are central passage ways for each floor, which are closed by double iron doors (one on each side of the wall), fastened by a contrivance which can only be loosened by those charged with the duty and responsible for the same. Near these doors are standpipes connected with the city water-works, with hose attached. In any fire emergency twenty powerful streams can be brought into use in the inside of the buildings, and as many more on the outside. Thus, with the precautions in the engine-room and those connected with the city water throughout the buildings, any considerable damage by fire seems next to impossible. Especially is this certain, as all heating is done by steam, and no fire, nor even smoking, is allowed, except in the blacksmith shop.

The two principal buildings are divided into rooms, 19 in number, 80x180. The western building is devoted to manufacturing entirely. The forming of every part of the wagons is done entirely by machinery. The men only control the machines and guide the material. In the south half of the first floor mentioned are the lathes for turning the spokes, the felloe-saws, band-saws and machinery adapted to making the wagon seats and other parts. On the next floor are the planers, axle-lathes, shapers, cross and rip saws, jointers, sanding machines, etc., etc. Here, too, the gearing and wheel stock is put in shape, and the box lumber is fitted and dressed for the different parts. As the thousand-toothed machinery in all this process throws off its chips, and shavings, and dust they are driven by two immense blowers into the fuel-room before mentioned, thus preserving a pure air for the workmen, and saving a considerable item in expense for coal, and also in labor, which would otherwise be constantly required to clear away the debris. On the third floor the wheels and gears are put together. All parts are duplicates copied from established patterns and made by the most approved machinery. This avoids every possible variation and miss-fit of joints, so common and so fatal to the service of hand-made wagons. The fourth and fifth stories are used for storing of gears and wheels. The magnitude of stock carried may be conceived from there being always kept on hand 3,000 to 4,000 sets of wheels and gears ready to iron. Descending again to the ground floor of the north division of this building we find the blacksmith shop with its shears and punches, bolt-cutters, trip-hammers, and nearly fifty forges. Here is music that would nerve the muscle of old Vulcan. Everything is provided necessary to iron the wagons, and all iron parts are duplicates, so that any one of them can always be supplied. Adjoining this room on the north is the iron and tire-house, 50x120 feet, where the tires are bent and welded and thrown into a pit of fire, and then set on the wheels. On the next floor are made the wagon boxes and express and spring work. The skins are fitted upon the axles with an automatic lathe, each skein being fitted independently and exactly, so there is no variation whatever in pitch or gather, which is essentially necessary for the easy running of any wagon.

We will now enter the east building. On the first floor of the north division the work of setting the boxes into the hubs is done, the machinery, consisting of borers and drills of peculiar construction. The two floors above are used by the force of painters, a certain number doing the plain work, and others more skilled doing the ornamentation. The two floors still above are used for storage purposes. The south half of this building, excepting the front end, used for office purposes, is devoted to storage.

There are, therefore, seven rooms 80x180 feet in size, used to store the finished stock, numbering about 2,500 wagons of the various patterns ready for the purchaser.

In the office the finances of this vast establishment are managed, the operatives are employed and paid, the countless correspondence is conducted, and all the nameless duties of management are attended to.

Sixty-five different kinds of wagons are made in the shops, but the great specialty is the freight, farm and plantation wagon, of which it makes four varieties and eight sizes, having a carrying capacity of from 1,000 pounds in the lightest to 12,000 pounds in the heaviest. They make several varieties of spring and platform wagons, and carts. All these are constructed of the best material

and with the most careful workmanship. The company warrants all for one year, agreeing to make good at place of sale, without cost to purchaser, any breakage resulting from defect in either material or workmanship. The company claims that these wagons are without a rival, and the experience of those who have used them, in every part of the country, and under every condition, is ample confirmation of this claim.

The force of men at first employed was 150. This year a force of over 300 is employed, and when the full mechanical capacity of the works is brought into play, which will be in a year or two, the laboring force will number between five and six hundred — a large sized village of people.

With the present supply of machinery and laboring force there were 4,121 wagons turned out in the first six months of 1876, or a daily average of nearly thirty.

The amount of wood, iron, steel, paint, etc., consumed annually is immense, and is the source of fortunes to the people who furnish them. At present the hubs, felloes and spokes are bought in the rough from other manufactories, and finished and made into wheels in the works. But exclusive of these there are annually consumed 400,000 feet of oak, 150,000 feet of ash, 250,000 feet of hickory, 100,000 feet of elm, 1,500,000 feet of pine and whitewood. Of iron and steel for tires, etc., there are used 4,000,000 pounds. Then in painting the wagons there are consumed annually 100,000 pounds of red lead and 100,000 pounds of paints of other kinds. These figures aid the reader in measuring the actual magnitude of the manufactory.

The Milburn wagon is distinguihsable from other wagons only in its name, the superiority of its material, its thorough construction, and its unequaled durability. There is no patent-right stamped upon it. Its only stamp is its good reputation gained by years of trial in the severest service. When the farmer buys it he knows that it represents the money he has invested, and that it will serve him to the last. And the trade knows that when they buy they can readily sell it with a profit. Hence its great reputation. Thousands of them are used in the Southern as well as the Western States. Texas, especially, is a State where a great number are used. A branch of the Canada Southern, and Lake Shore and Michigan Southern Railways passes in front of the very platform of the buildings, making the receiving of material and the shipping of wagons of unequalled convenience. In order to pack the greatest number in a given car the wagons are shipped in parts, and are not set up till they arrive at their destination.

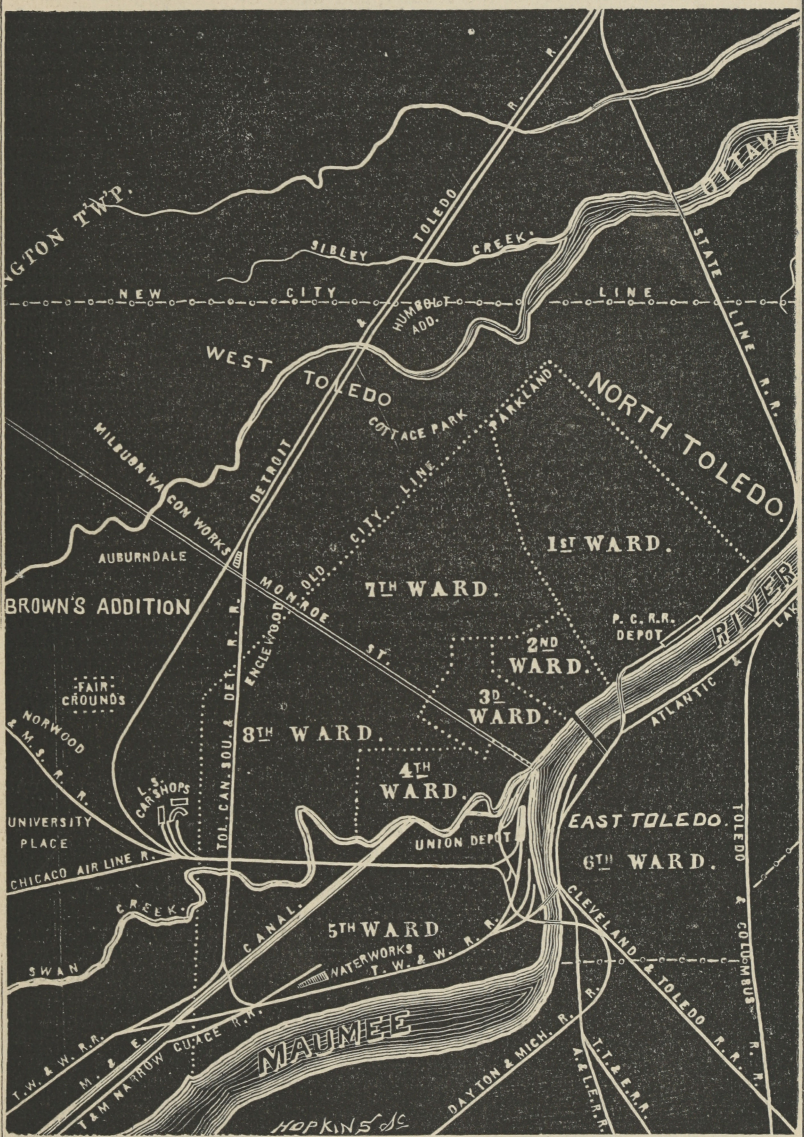
As a notable example of how an inconsiderable circumstance may open the way to great results, the reader will be interested in learning that the Milburn wagon had its origin in a thoughtless challenge. Mr. Milburn, under whose personal management the works are operated, and who is also president of the directors of the stock company, was a successful merchant in Mishawaka, Indiana, where there was a wagon manufactory owned and operated with a limited capital under the firm name of Graham & Travis. One evening in the winter of 1857 Mr. Graham, who was a frequenter of Mr. Milburn's store, announced that he could get an order for 150 wagons if he had the means to manufacture them. As Messrs. Graham & Travis made only about 50 wagons in a whole year Mr. Milburn received the announcement as a boast, and challenged it by pledging himself to provide the capital to make the wagons if a *bona fide* order was obtained for that number. The long and short of the truth is that the order was obtained, that Mr. Milburn kept his word, that another order for 400 was received, that full 700 wagons were made by Messrs. Milburn & Graham that year, and that the profits and business were so promising that Mr. M. abandoned merchandising for manufacturing, and that for years the farmer has been favored with the Milburn wagon.

The works are owned by a stock company with a capital of $600,000. The names of the officers and directors are as follows:

Geo. Milburn, President; J. H. Whitaker, Vice President; Geo. R. Hudson, Secretary and Treasurer; Chas. F. Milburn, Cashier; John Milburn, Superintendent; W. W. Griffith, Wm. Peter, and Wm. Baker, Directors.

THE CORN CITY.

Its Trade and Commerce, Business and Business Men, Advantage of Location, The Progress it has Made, Great Results from Small Beginnings.



MAP SHOWING TOLEDO'S BELT RAILWAY.

CITY OF TOLEDO.

HISTORICAL AND BUSINESS REVIEW.

In succeeding pages we have noticed, *in extenso*, the various avenues of trade that have contributed so largely to the wonderful growth of Toledo—a growth which has, within the very brief period of a little more than a quarter of a century, secured for it the proud title of the second commercial mart on the great chain of lakes. In this connection, therefore, we confine our remarks to a few general thoughts upon the subjects following.

It was in the year 1848, we believe, that the first shipment of grain was made from what is now the port of Toledo. It consisted of about 3,800 bushels of wheat, and that comprised the movement for that year. At that time a single railroad, thirty miles in length, and the canals, constituted all of its channels of trade leading from the lake to the vast territory naturally tributary to the place; but the admirable location of the town—at the head of Lake Erie, and also at the head of the most commodious harbor on the line of the great inland seas, which formed the northern boundary, could not fail of attracting the capital of the eastern States, and the energy of the ablest practical men of the Union, resulting in a combination that has constructed eight important lines of railroad, seven of which have, for several years, been among the most successful, as regards traffic, in the country. These lines of road, with the canals, have swelled the movement of produce hither from a few thousand bushels of grain to thirty or forty million bushels annually; and the deliveries of every other cereal, and product of farm and factory, have increased in proportion. The value of its imports and exports have increased from about $70,000,000, respectively, in 1858, to about $400,000,000, respectively, in 1875. The commercial growth of Toledo has been both rapid and steady. At no time has there been a diminution in the volume of her commerce. The movement of grain has, of course, been affected by full or deficient crops, but, when from the latter cause, the general business has been increased to such an extent that the value of her commerce has steadily increased. The reader can readily understand why Toledoans, pointing to such a record of commercial growth, have adopted for their town the title of "The Future Great City." A traffic that has advanced from $70,000,000 to about $400,000,000, in the brief space of eighteen years, is marvelous to contemplate! We hesitate not to assert that no city in the United States can point to such a wonderful development of commercial resource.

AS A BUSINESS POINT

the prosperity of Toledo has been equally rapid and important. At quite an early period the location was regarded as a valuable one for a general distribution of the manufactures of the east; but little, however, was accomplished towards making it a depot for supplying the inhabitants of southern Michigan, Indiana, central Illinois, and north-western Ohio, until at quite a late date. The construction of the Michigan Southern and the Wabash Railways opened nearly all of the above-named territory to Toledo merchants, and they were not slow in entering upon and improving the field. Through the advantages afforded by these roads, the population of that territory has more than quadrupled every decade, immense forests have been subdued, and, with a market as it were at their doors, the inhabitants have been large sharers in the prosperity of this city. Recognizing Toledo as, in great measure, the source of their welfare; their produce has been marketed here, and here they have come for whatever of merchandise they required. The jobbing trade soon became second in importance only to the commerce of the city, and has attained proportions rivalling those of much older and more wealthy competitors. Cheap railroad freights from the east, direct, and rapid transportation to the interior, by means of long lines of road, and ability to reach almost every section of the great north-west, has enabled our

jobbers to compete successfully with almost every prominent distributing point throughout that vast region, and levy contributions from those who, from geographical location, would otherwise have patronized the trade of the south and north.

Of the amount invested in the jobbing trade of Toledo it is impossible to form an estimate. The wholesaling of boots and shoes, dry-goods, millinery, and farm implements especially, is very large, and appears to be susceptible of development to an unlimited extent. The reputation of this market, in the specialties named, has attracted a large amount of retail trade from the surrounding country and towns within a short distance, so that not only the jobbers, but the retailers in all descriptions of merchandise, have been eminently successful, and long-continued prosperity seems assured to both.

MANUFACTURES.

This branch of business does not appear to have kept pace with the commercial and mercantile interests of Toledo; and yet, in some departments, we notice a very respectable exhibit, both in the number of establishments and the extent of their trade. Prominent among these are the tobacco manufactories, which are among the largest in the United States, and their productions are distributed in nearly every State and Territory in the Union. The manufacture of wagons, wooden-ware, bent-work, pumps, and machinery of various kinds, is quite a prominent feature of the business of the city, exceeding that of many older towns, and promises to become very great at no distant day. The facilities for the distribution of all class of manufactures are not surpassed by those of any western city, and equalled by few; and, as a consequence, while manufacturing has grown rapidly there is inducement for its almost unlimited extension. Hitherto there has been but little local capital to place in manufactures, the commercial interest requiring nearly all of the money acquired by those engaged in that business. But the early business men have to some considerable extent retired from active pursuits, and wishing their money to be constantly employed, are placing it in manufacturing enterprises. Such investments have given a wonderful impetus to that branch of trade within a year or two past; and while all kinds of business have been, in great measure, dull, our manufacturers have, almost without exception, been actively employed. Within the past two years not less than half a million of dollars has been invested in two manufacturing establishments—one of which has created in its immediate vicinity a suburb of the city, a village of several hundred inhabitants, and in its locality, at present, a large number of improvements are in progress, indicating the highest degree of prosperity. In a word, the present status of the manufacturing interests of Toledo give promise of ere long making this city one of the most important in the State, if, indeed, it does not surpass all others.

TRANSPORTATION.

We have already alluded to the several avenues of trade, and elsewhere will be found an extended description of these indispensable adjuncts to a city's prosperity. Railroads are the arteries of the business world. If trade is healthy, traffic is active, and *vice versa*. All this is easily comprehended, but not so the detail of the transportation business. Even with the experience that so many have had of the importance of railroads, there are those who possess the most vague idea of the manner in which their traffic is carried on. To elucidate—centreing at Toledo are roads owned or operated by five gigantic corporations. Each of these companies also own in part, or in whole, fast freight lines, that are really the carriers of the vast amount of freight brought into and distributed from Toledo. For the information of the general reader we will enumerate these lines, as they do not appear in connection with the list of roads. They are

Merchants' Despatch Transportation Co.
Red Line Transit Co.
South Shore Line.
Hoosac Tunnel Line.

To these several lines the Lake Shore & Michigan Southern Railway Company and the Toledo, Wabash & Western Railway Company, contribute equipment, and said lines run over the roadway of these companies and their connections, east and west; and the first-named also runs over the Canada Southern Railway. The

Empire Line,
National Line, and
Union Line

are mainly owned by the Pennsylvania Railroad Co., and run over the roads of that company; the Empire Line runs over the Lake Shore and connections west, and east to Erie, Pa. The

Canada Southern Line, and
Diamond Line

are owned by the Chicago & Canada Southern Railway Company, and connecting lines—Wabash and Dayton, Michigan, west and south, and the New York Central and Erie Railways, and connections east. The

National Despatch Line,

owned by the Grand Trunk Railway of Canada, and Central Vermont Railroad Company, and connecting lines runs over both the Lake Shore and Canada Southern roads to Detroit, where connection is made with the Grand Trunk Railway.

These several freight lines are among the most important in the country, and the amount of their traffic is not exceeded by any. It will be noticed that they are mainly owned by the three great trunk roads of the country, and their facilities for the rapid movement and expeditious handling of all descriptions of freight are as complete in detail and as perfect as experience and money could make them. These fast freight lines have largely superseded the water routes in the transportation of grain, for the reason that *time* is often of more consequence to the shipper than *money* in the movement—by enabling him to take advantage of markets in laying down produce at important points, and realizing sooner if not more largely. Added to the enumerated lines, with their complete equipment, the ordinary stock of the several railways, and also the lake marine and Miami and Wabash Canals, the reader will readily conclude that, in transportation facilities, Toledo is second to no city in the west, and has sufficient to make her all that the most enthusiastic have predicted concerning her future.

TOLEDO WATER-WORKS.

The city of Toledo is supplied by water from the upper Maumee, by the "Stand-pipe" system. The construction of water-works was authorized by a vote taken at the annual election of April, 1872, the amount appropriated being fixed at $500,000. A board of trustees was elected in June, and the stand-pipe system having been adopted, after a lively discussion, active operations were begun in May, 1873. The permanent pumping machinery was started December 1st, 1874, and since that date the greater portion of the city has been supplied with water by the works. The water is pumped from the river crib, which stands about 400 feet from the shore, into two wells, 30 feet in depth and six and ten feet in diameter respectively, and from these it is taken by the pumping-engines. The latter are of the kind known as the "Worthington Compound Duplex Pumping Engines," and were manufactured by H. R. Worthington, Brooklyn, N. Y. There are two of them, but each consists of a double set of cylinders and pumps, making in reality four altogether. No balance wheel is used, but each member of the pair compensates the other, and therefore they must be worked together. Each of these pairs occupies a space 30 feet long by 10 feet broad, and 18 feet high, counting

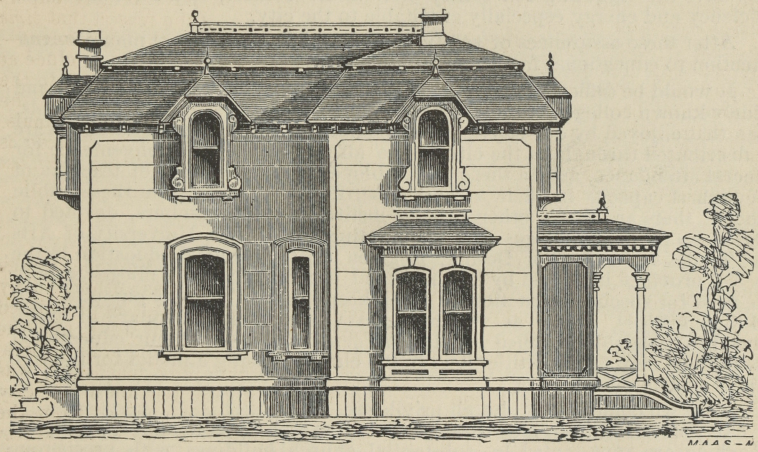
to the top of the large cast iron air chamber, which surmounts the whole. full capacity of the two engines is 12,000,000 gallons in twenty-four hours. As a rule only one engine is kept running, although they may be employed to pump simultaneously into the filter-bed and the stand-pipe if desired. The former, located near the engine-house, is 100 feet wide, with an average length of 235 feet, and a depth of 13 feet. The stand-pipe, which is said to be the tallest in the country, with a diameter of five feet, rises to an altitude of 224 feet; the entire shaft being surmounted by a handsome brick tower 22 feet in diameter at the base and 14 feet at the top. The system of main and sub main pipe, now nearly completed, will include about fifty miles of pipe, the distribution averaging ten inches, a larger average size than is shown by any other city in the Union. The cost of the water-works thus far has been, in round numbers, one million dollars. Of this amount $490,000 have been paid for pipe, $135,000 for pipe-laying, and $105,000 for the engines. The water-works system of Toledo shows well for the capital invested, and is an undoubted credit to the city.

TOLEDO

AS A DESIRABLE PLACE OF RESIDENCE,

WITH DISCRIPTIVE SKETCHES OF

A FEW OF TOLEDO'S PROMINENT RESIDENCES.



A Suburban Residence, many of which may be found around Toledo.

Citizens of Toledo do not need to be told that our city has very many advantages, which give it the preference over other localities, and render it one of the most desirable places for a permanent residence to be found in the country. And if each of our citizens were asked what were the claims in its favor, a variety of reasons, separate or combined, would be found to influence individual preferences, while the general judgment would be uniform.

It may be well here to set forth some of the principal causes which have united their influence toward the general desirability of Toledo as a place of residence. And first we may mention—as being the point most worthy of consideration to any one seeking to establish a *home*, and endow it with all possible comforts and pleasures—its general healthfulness.

The time has gone by when the evil reputation of the place for "shakes," and all the attendant ills consequent upon the malarial district surrounding it, operated to deter many from availing themselves of the otherwise advantageous locality. Now that the adjacent swamps have been drained, and the dense forests cleared away, thereby exposing the soil to the purifying influences of light and heat, the old giant Malaria, who so mercilessly shook with chills and burned with fevers the earlier inhabitants, has been effectually put to flight; and to-day there is not a city, East or West, which enjoys a greater immunity from all classes of disease, or which can exhibit a lighter ratio of mortality, than our own. We refer the reader to the comprehensive statement elsewhere of Dr. W. W. Jones, whose thorough knowledge of Toledo from its earliest days, enables him to speak convincingly in the matter.

Next in point of favorable consideration will be placed that of security of property.

In this respect we may claim for Toledo a comparative immunity from loss by fire, which is especially advantageous to property-owners. With our system of a paid fire department, employing a trained corps of firemen and the best engines in use, supplemented by our efficient Water Works, we enjoy a degree of security to which few other cities have attained. It is a matter of considerable pride that no fires of any great extent have occurred for several years, and the few alarms which are occasionally given are so quickly disposed of, as to furnish small matter for "items" to the newspaper reporters.

Not less is the general security from theft and burglary, which is carefully guarded by a large and thoroughly-drilled corps of police and detectives, who have the light-fingered gentry well under control, and have shown an efficiency and energy especially creditable to the city.

After these assurances of safety to health and property, we may give our attention to educational facilities.

It would be difficult indeed to find, apart from the more pretentious and widely-known colleges, a more efficient and satisfactory system of schools, than that enjoyed by our city. A large number of fine school-buildings are so distributed throughout the city, as to afford the greatest convenience for general attendance, and in these are employed an ample corps of teachers of the highest capacity in their several departments. Aside from these public schools, there are many other private institutions and teachers, devoted to specialties in the languages, music, painting, &c. The University of Arts and Trades and School of Design, is given up to technical education in the special province indicated by its name, and several Business Colleges supply the need for special instruction in book-keeping and business pursuits. In all these schools, public as well as private, the highest standard of excellence in scholarship is aimed at, and the general success of our educational institutions may fairly entitle them to the claim of being a model for the free school system of Ohio.

Next we come to our church privileges.

In point of church membership of the several denominations, nearly all of which are represented by substantial church buildings with prosperous membership, Toledo may be said to offer unusual attractions to church going people of all sects and creeds. We may, without boasting, claim for the several ministers a high degree of excellence in their calling, proven by the full congregations which weekly attend their services. The general religious observance of the Sabbath in our city, is a matter worthy of special mention, and the prevailing harmony existing in and between the several church organizations, is a matter for congratulation.

Another point of advantage in the location of Toledo, and adding to its

desirability as a place of residence, is its contiguity and convenience of access to various summer resorts.

Being situated at the west end of Lake Erie, it is within a short distance of the now celebrated and increasingly popular resort of Put-in-Bay and the adjacent islands, all of which are beautiful beyond description, and possess a special advantage in the invigorating and healthful breezes which render them a delightfully cool retreat during the heat of summer. There are also numerous other attractive localities within easy reach by rail from Toledo, in the way of mineral springs throughout Ohio and Michigan, all of which are much frequented by seekers after both pleasure and health. A trip by steamer from Toledo on the Upper or Lower Lakes, or down the river St. Lawrence among the Thousand Islands, and the popular Alexander House at Grosse Isle is another one of the most delightful of recreations, and one which is very popular with our citizens during their summer vacations.

In addition to the above-mentioned points, Toledo possesses many other attractions which go to make a pleasant home for all classes, and we might enlarge *ad libitum* upon her extensive manufactories, creating a constant demand for labor and the investment of capital, thereby assuring both rich and poor of steady and remunerative employment; of her position as a great railroad centre, putting us in easy communication with all parts of the country, and making a large portion of adjacent territory tributary to our trade and commerce; these, with other advantages, which will suggest themselves to the reader; but enough has been detailed to establish the fact that Toledo is in position to successfully compete with any of our sister cities as a desirable place of residence.

Herewith we insert sketches of a few residences of some of our prominent citizens:

MR. JOHN CUMMINGS,

Of the large wholesale boot and shoe firm of R. & J. Cummings & Co., built, in 1874, a first-class residence on the southwestern corner of Collingwood and Woodruff avenues. It stands in the center of a large lot 120 feet front, on the first-named avenue, which slopes in every direction from the house, and is shaded by magnificent old forest trees. The main building is about 46 feet square, and the rear part about 22x30 feet. The front is toward Collingwood avenue, and has a wide veranda across the entire front. The building is modern American style, built of brick, with cut-stone dressings, and all exterior work, both brick and wood, is painted and sanded, giving the house the appearance of a cut-stone building The main hall is 9 feet wide, running through the middle of the main building, with elegant vestibule and entrance doors. The stairway is in a side hall, running into the main hall, with archway, and the side entrance is into the side hall. The parlor is 16x20 and the library 12x22. Both are on the left side of the main hall. The parlor is finished in white and the library in black walnut. The sitting-room is 16x16, and the dining-room 16x20, both on the right side of the main hall. The sitting-room is finished in butternut, and the dining-room in red oak. The main hall is finished in butternut with black walnut mouldings, and the stairway is of black walnut. The kitchen is in the rear part, 16x18 feet in size, with large store-rooms, and three pantries, etc. The back hall separates the kitchen from the main hall, and contains the servants' entrance and back stairway. Cellar under the entire house, having furnace-room, laundry, cellars. All rooms opening into the main hall have large double doors, so the main house may be virtually thrown all into one room, in case it may be desired. In the main building, on the second floor, are four elegant chambers, with closets, wash closets, and dressing rooms attached, and in the rear are two servants' rooms, a linen-closet, etc. The attic is over the main building, and is one large room, with a tower at the front end of the house. The house is finished principally in natural woods, with hardware and trimmings of compression bronze, and

plate-glass windows. The barn, situated at the rear end of the lot, is about 28x46 feet on the ground, with large carriage room and stable. It is the same style of the house, and is finished to correspond. The cost of the two buildings is about $30,000.

MR. GEORGE MILMINE,

Of the firm of Milmine & Bodman, grain commission merchants, finished, in 1874, a handsome residence at the northwestern corner of Collingwood and Woodruff avenues. It stands in the center of a large lot that slopes away gently to the avenues named, and is shaded by fine old forest trees. The style of the building is modern American, and the material used in its construction stock brick, trimmed with cut stone. A basement underlies the whole building, and is divided into laundry, cellar and furnace rooms. The main building is 46 feet square, having a main hall, 9 feet wide, traversing it, and a transverse hall at right angles in the rear. On the right of the hall are the parlor and library, and on the left of the hall are the family sitting room and bed rooms, with bath rooms and closets. The main entrance is on Collingwood avenue ; the transverse hall leads from Woodruff avenue. The front vestibule is finished in black walnut with solid doors outside and glass doors inside. The principal rooms open out of the main hall by large double doors, all with elliptical tops ; all the halls and dining-rooms are finished with a heavy panelled wainscoting of butternut and black walnut, which is also the finish of the doors in the main hall. The dining room and kitchen are in the rear building, which is about 24x40 feet in dimensions, and is entered from the main hall by means of large double doors directly at the end of the hallway. It is 16x20 feet, having also a large bay window with elliptical top. The sitting room has also a similar bay window. The parlor is 16x20 : sitting room, 16x16 ; bed room, 16x16, and library about 13x16. The kitchen is about 16x20 feet, and is separated from the main building by the back hall, having a servants' entrance and back stairway. The main second floor contains 4 elegant chambers, the rooms all having closets and wash closets attached. The house is finished principally in hard woods—natural—bronze hardware, and plate-glass windows. There is a veranda running on front and side of the house with a two-story porch over the main entrance, and the house is surmounted by a grand observatory 12 feet square. The roof is of slate, laid in ornamental patterns, and all cornices, verandas, etc., painted and sanded. The barn is about 28x46 feet on the ground, and corresponds with the house in the matter of external finish. The two buildings cost about $30,000.

F. PRENTICE,

A heavy operator in the Pennsylvania oil regions, owns a very handsame property at the corner of Stickney avenue and Summit street. It consists of a very large brick house, of superior architecture, and standing in the centre of handsome grounds. The house is brick, two stories high, with an attic, and covered by a slate roof laid in ornamental patterns. A square tower rises over the front, and an elegantly designed carriage porch is attached. The whole design of the building is rich and striking, and its appearance, from the street or river, is such that it adds very much to the looks of the city. The internal arrangements are all that taste, ingenuity and a liberal supply of money could make them. The house has probably cost over $50,000.

P. T. CLARK.

A commodious two-story brick residence, on Summit street, between Mulberry and Magnolia streets, and situated in the midst of a large plat of ground, ornamented with choice shrubbery, is occupied by P. T. Clarke, a veteran merchant of the city, and head of the extensive hardware and agricultural implement house of P. T. Clarke & Sons, Nos. 250 and 252 Summit street. The internal arrangement of the house is peculiar, and modeled after

the old-fashioned ideas of comfort and substantial elegance. A wide lofty hall passes through the center of the house, and is ornamented at intervals by arches. At the end of the hall an ample stairway rises by easy ascent to the second floor ; a dome rises through the roof and admits a mellow light through stained glass, to the stairway and hall. On either side of the hall large double doors open into each of the parlors, sitting rooms, etc., along its length. When required, all these doors can be thrown open, and transform the whole spacious first floor into one magnificent *salon* The wood-work of the rooms is finished with ivory white, giving a lustrous transparent surface. All the modern conveniences—hot and cold water—in all the rooms, hot air register, bath-rooms, etc., are provided, and it is an exceedingly homelike residence. Its front looks out upon the river, and gives a very pleasant view. The house was built in 1860, and cost about $35,000.

SALMON H. KEELER.

Of the banking firm of Keeler, Holcomb & Co , corner of St. Clair and Monroe streets, resides in an elegant brick house on Summit street, between Stickney avenue and Bush street, and which commands a splendid view of the river and all the lake commerce that enters this port. The house is two stories high, with an attic and high Mansard roof. The outside is painted a light stone color. The lot upon which it stands is very large—about 200 feet front on Summit, by 300 feet deep, and slopes off from the house in every direction. A tasteful piazza runs in front of the house. Inside the house is finished off with a style and elegance that is not surpassed in the city. The work was done under the personal supervision of Mr. and Mrs Keeler, and neither pains or expense spared to make it of the best possible character. In addition to the usual comforts and elegances common to all first-class houses, it has an elaborate and artistic series of frescoes adorning all the principal rooms, and done in the highest style of art, by foreign painters of acknowledged eminent talents. After the house was considered finished, over $16,000 was lavished upon its interior finish and decoration. The house was built in 1868, and has cost about $37,000.

C. W. BOND.

An attractive brick residence on Seventeenth street, between Jefferson and Madison streets, enjoys the distinction of being the finest specimen of Italian villa architecture in the city. It is the dwelling of C. W. Bond, Esq., member of the firm of Ketcham & Bond, wholesale grocers, on Summit street. The grounds are 90 feet front on Seventeenth street The building is brick, two stories high, with basement and attic ; has a frontage of 26 feet, and a depth of 63 feet. The external walls are very liberally ornamented with cut-stone trimmings over the doors, window-ledges, etc. Also a rich balcony of stone, and hoods over upper front doors. A fine French roof of slate, laid in ornamental patterns, and finished with a cast-iron cresting, crowns the whole. The internal finish and arrangement are equal to any of the best class of houses in the city. The finish is native wood without paint. The usual conveniences of hot and cold water in the rooms, register, heating apparatus, burglar alarm, etc., etc., are comprised in the fitting up. The house was built in 1874, and cost $9,000. E. O. Fallis, architect.

ADOLPH BRAND.

Mr. Adolph Brand, of the wholesale liquor firm of R. Brand & Co., embellished the southwestern side of Jefferson street, corner of Twelfth, last year, with a model residence. It is a brick, painted a light stone color, and surmounted by a handsome cornice, with curves or arches breaking the sky-line. The roof is slate and tin ; the building is two stories high, with two bay windows, and an attic ; it also has a cellar underneath the whole house, in which is the furnace. The ground plan is 40 by 70 feet in dimen-

sions, and contains the usual array of parlors, dining-rooms, bed-rooms, bath-rooms, etc., with hot and cold water, gas, registers, etc., throughout. Outside, the house is painted and sanded to imitate stone; in front is a tasteful portico. Inside, the rooms are elegantly finished. Cost, $9,000: C. Schon, architect. The large main hall continues through an ornamental archway, to a transverse hall, in which is the highly-finished stairway, thus allowing the main hall to be connected by the folding-doors to the double parlors, as an extra room.

C. H. COY,

President of the Commercial National Bank, is the owner of a fine residence on lower Summit street, at the corner of Stickney avenue. It is a two-story frame, with a high Mansard roof, covered with slate. The outside is painted and sanded a dark stone color, which gives a very fine effect with its surrounding of green foliage. The front of the house is ornamented with a fine piazza. From this, and from the windows of the house, a superb view is obtained of the river and its banks, for several miles above and below. The architectural design is what is known as "modern American"—a very elegant model, which is very popular in this city. The house is built in the most substantial manner, and the walls are double-sheeted throughout. A broad hall passes through the centre of the house, and on either side of this are the parlors, etc. Everything is arranged in the best style. The wood-work is finished off in ivory white, and the house is provided with all the modern conveniences. It was built in 1868, and cost $10,000. A charming feature of the place is the large lot, which has a front of 150 feet on Summit street, by a depth of 300 on Stickney avenue, and is filled with fine shrubbery. A magnificent line of shade trees extends around three sides of the lot.

CHILDS AND BAUMGARDNER.

Standing on Woodruff avenue, at the head of and fronting Madison street, is a double residence, whose unique design attracts general admiration. It is a Swiss chalet, enlarged, improved and conventionalized. The material used is brick, and is painted a light stone color. The roof is slate, and a tasty observatory rises out of the center. The architect has handled the ornamentation of cornice, gables, porches, etc., with much discretion and taste, and produced a charming effect. The building is 64 feet long, and 62 feet deep. The interior arrangement and finish are dictated by the highest considerations for elegance, convenience and comfort. All the modern improvements of hot and cold water, heating apparatus, burglar alarm, etc., are found in the building. It contains two fine residences, totally separate from each other. One of these is owned and occupied by Mr. T. W. Childs, of the wholesale boot and shoe house of Fuller, Childs & Co., and in the other lives Mr. L. S. Baumgardner, of the wholesale notion firm of L. S. Baumgardner & Co. This double dwelling has a hollow party wall through the centre, separating the two hallways of the respective dwellings. Entering through the vestibule of either dwelling, we come into a second vestibule, or ante-hall, and in this is a long window connecting with veranda. This hall is separated from the main or stairway hall by an elliptical arch. The last named hall is 13x14 feet in size, and contains a handsome staircase, in plan nearly a quarter circle. This staircase is lighted by a stained glass skylight, directly over the "well hole," or stairway opening; this colored light communicating by a tube through the attic to the roof, where is located the sky light proper, of plain, clear glass. From this staircase hall are doors leading to the back parlor, back hall, (containing lavatory) and from the latter hall to dining-room and kitchen and back stairway. From this ante-hall before mentioned, are double doors to front parlor. This unique and attractive arrangement of the halls and stairway and skylight, being so completely utilized as a pleasant part of the house, as well as giving such perfect communication to each of the ample rooms in both first and second stories, was deemed worthy of spe-

cial mention. The house was built in 1874, and cost about $18,000. N. B. Bacon, architect.

THE HOTEL MADISON,

An elegant family hotel, now in course of construction by Mr. Frank J. Scott, on the corner of Madison and Ontario streets. It is to be six stories in height above the basement. The facades on Madison and Ontario streets are in the modern revival of an old continental style of decorated brick-work, with cut-stone trimmings. Bow-windows at each corner command views up or down Madison street from the front parlors of every story. All the windows are of generous size, with low down sills, and the most important ones will be filled with plate glass. The main floor will be 13 steps above Madison street, and besides an ample hall and wide stairway, contain two suites of rooms, the office and gentlemen's reading and smoking-room, an hydraulic passenger elevator and waiting lobby, a dining-room 28x82 feet, and a servants' hall and stairway. The elevator will have a lower compartment for porters' use, and will run to the highest floor. The dining-room occupies the entire north side of the building, is 16 feet in height, lighted on three sides, and will be in every way a pleasant room. The kitchen and offices are in an airy basement below it. The floors above the main floor will all be divided into suites of rooms, mostly in couples, a parlor and bed-room, and all with outside windows. There will be six suites of three rooms with private halls connecting them. Bath rooms are provided for a few of the suites; public bath-rooms for ladies, and airy and well-lighted water closets are provided on nearly every floor. Closets for gentlemen, wash-room and barber-shop are in the basement. There will be a few single rooms for gentlemen or ladies. This is probably the first Apartment House, proper, which has been built as such, at the west. It differs materially from the Flats system, and also from a hotel kept on the European plan. The former provides kitchen conveniences and dining-room for each family, and necessitates private servants and rooms for them, the same as if an entire house were rented. The system is totally unsuited to our country, in consequence of the uncertainty and high price of servants. The Hotel Madison will differ from ordinary first-class American hotels in this: That the rooms will be leased by the year, unfurnished, and the parties leasing and furnishing rooms can have table d' hote board at $1 per day per head. All the halls and rooms are to be warmed by the proprietor, by hot-air furnaces, and open grates, without charge to lessees for either fuel or porterage. All the rooms will have grates and mantels. The proprietor will put up cornices for lambrequins and curtains in all the parlors, and in some of the best suites will be put up mantel mirrors. Prices for rooms, with board and fuel, will vary from $65 to $125 per month per couple, according to number and location of rooms. The dining-room department of the house has been let to Mr. J. D. Bourne, formerly of the Oliver House, now at the Club House, Middle Bass Island, who will have the entire management of the hotel for the proprietor. It is intended to have the hotel ready for occupation on the first of November next.

A. W. COLTON'S BLOCKS.

Mr. A. W. Colton, the head of the commission house of A. W. Colton & Co., has shown himself one of the most enterprising builders among our young business men, and his additions to the dwellings of the city have been characterized by elegance of design and thoroughness of workmanship. First, he built, some years ago, a block of four handsome dwellings on Madison street, between Huron and Erie. These are two stories in height, with a high basement and an attic. The fronts are made of pressed brick, liberally ornamented with cut-stone trimmings, and are surmounted by a heavy rich cornice. The windows are large, one pane to the sash, and glazed with plate glass. Each house has a handsome vestibule for an entrance. The ground occupied

by each building is 20x60 feet. In the basement of each dwelling are a hall, dining-room, large kitchen, with an improved range, china closets, pantry, furnace-rooms, provided with furnaces, etc. On the first floor is a spacious hall, a parlor, sitting-room, bed-room, etc. On the other floors are bed rooms. Each room is fitted up in the latest style, with hot and cold water in every room; also hot-air registers. The finishing is all done in the best style of workmanship. In 1875 Mr. Colton erected a block of six dwellings on Madison street, at the corner of Erie, and but a short distance from his other block. They are duplicates in design of the first block, and the two blocks give quite a stylish look to that part of Madison street. The total cost of these improvements was something over $60,000.

O. A. BOSTWICK,

of the well-known hardware firm of Bostwick, Braun & Co., foot of Monroe street, built, in 1874, on the southwestern corner of Twenty-second and Madson streets, one of the pleasantest residences in that part of the city, which is saying much, when it is recollected how handsome buildings do mostly abound in that neighborhood. The building is of brick, surmounted by a slate roof, laid in ornamental patterns. In plan, it consists of an upright or front part, two stories and an attic in height, a projection on western side of 12 feet, terminating in bay window entire height of building on both stories. Projection on east side of 8 feet, with piazza same width, running to the front; with further projection from said 8 feet of 6 feet, terminating in bay window entire height of the house or both stories; a rear or back part, 22x38, two stories in height. Entrance is gained to the house on two sides, the doors opening into a spacious hall, which begins at northern front of the building and terminates at eastern side front. On the first floor is parlor, sitting-room, dining room, library, kitchen, bath-room and closets, all elegant, commodious in size and handsomely finished. Porch over both front and side doors. The outside of house painted and sanded. All the appointments of the house are of the most modern and approved style. On the rear of the lot is a frame barn, painted and sanded, size 24x30, one story and a half in height, surmounted by a handsome ventilator cupola. Cost of dwelling and barn $15,000.

WILLIAM H. SCOTT.

A very noticeable residence on Monroe street, is that of Mr. William H. Scott, son of the late Jesup W. Scott, and a gentleman having very heavy real estate interests in the city. He is a man of much culture and refinement, and the plan of his residence is unique and expressive of his tastes and ideas. The material is brick, colored a modest drab; the design is a happy combination of the Swiss chalet with the John Hancock model of a residence. In front is a broad and tasteful piazza running the whole length of the building, and at the eastern end is large 20 feet wide bay window. The house is 54 feet long, and 58 feet deep, and rests upon a foundation of green mottled cut-stone, which rises several feet above the surface of the earth. The interior of the house is finished off in a style to correspond with the outside. The woodwork is a specimen of superb workmanship and polish, being finished throughout in the best American native woods. All the devices for convenience and comfort which fertile ingenuity can suggest are provided, and the house is a model house. The grounds are spacious and handsome, and are embellished with a native growth of large forest trees, and a rare collection of shrubbery. The house was built last year and cost about $22,000.

HON. C. A. KING.

The northern corner of Monroe and Nineteenth streets is occupied by an elegant wooden dwelling of strikingly tasteful design. The gracefully proportioned portico and veranda that stretch along the front, and a shapely

tower rising from the southern corner are features of unusual architectural merit. The corners of the buildings are worked out into quoins, and the whole is surmounted by a handsome Mansard roof, the lines of which are broken by dormer windows. Bay windows lend variety to the outlines of the walls, and the *tout ensemble* is very fine. The finishing inside is of a degree of elegance to correspond with the exterior The hall and staircase are finely designed, the parlors are spacious and richly finished, and the arrangement of all the rooms is highly convenient. The house has all the modern improvements. It is the residence of Hon. C. A. King, formerly mayor of the city, and member of the State Senate. He is the head of the firm of C. A. King & Co., one of our leading grain commission houses. The residence was built in 1874, and cost $25,000.

HON. RICHARD MOTT.

This residence occupies a full square of ground on Monroe street, the western side fronting on Nineteenth street, and the eastern on the extension of Eighteenth street. The house is situated in the center of the lot, at a pleasant elevation above the streets, to which the ground gradually slopes The house is one of the finest in the city. The ground plan is a Greek cross, the length north and south being somewhat greater than east and west. The material of the walls is brick, but cut-stone is used liberally everywhere that there is an opportunity to do so with good effect. Each of the outer corners of the building are built up with free-stone with chamfered corners, in the style architecturally known as "quoins." The bay windows, which relieve the rigidity of the lines on two sides and extend to the top of the walls, are also built up with free-stone wrought into ornamental shapes, and over the main entrance is a heavy stone portico, which includes a carriage-porch. The house is two stories high and surmounted by a high Mansard roof. The front doors are of heavy black walnut, plainly but richly ornamented. This is the character of the wood-work throughout the house, which is all rich and substantial. The principal woods used are mahogany, black and white walnut, ash, butternut and cedar, and these are very skillfully treated to oil and varnish, so as to develop their rich grain. One of the principal bed-rooms is worthy of special note, from its being finished in sassafras, and is, probably, the only one of the kind in the country. It makes a warm rich finish. All the closets in the house are finished with cedar The window-sash are mahogany, and the grooves in which they move ; this is a very notable idea. The house is provided with hot and cold water, bath tubs, burglar alarm, and all the other modern improvements. The grounds are tastefully embellished. Total cost, exclusive of the ground, $40,000 This is the residence of Hon. Richard Mott, a pioneer business man of Toledo, and one of its most honored and influential citizens. He came to Toledo in 1836, and was a most substantial addition to the struggling city, contributing, by his energy, business capacity, and public spirit, largely to the ultimate success of the place. His services have been recognized by his fellow-citizens, by confiding to him various important public trusts, among which was that of representative in Congress from 1854 to 1859—two terms. He was offered re-election to Congress, but declined it, his large business interests demanding his attention.

MR. W. S. BRAINARD,

of the firm of Curtis & Brainard, dealers in lumber, lath and shingles, built, in 1874, upon a piece of ground constituting the northern half of the square between Sixteenth and Seventeenth streets, on Monroe, an elegant and tasteful wooden residence, also quite large. Its appearance, exteriorly, is embellished by several ornate bay windows, a handsome portico over the Monroe street entrance, a deep rich cornice, and a well-designed observatory. The finishing and appointments of the interior are on a scale corresponding to the excellence of the outside. Every convenience of the present stage of the

science of house-building has been provided, and the house is complete and homelike in every particular. Cost $20,000.

HENRY STERN,

of the firm of Roemer & Stern Brothers, manufacturers of and wholesale dealers in clothing, piece goods, and furnishing goods, built, last year, a very handsome brick residence at the corner of Eighteenth and Madison streets. The roof line is varied by a number of pleasing devices. The external walls are painted and sanded, and the doors and windows have ornamental architraves. The rooms are handsome and spacious, and fitted up with thorough elegance, and with all the modern improvements. The coal and furnace rooms, laundry, kitchen and store-rooms, are in the cellar ; on the first floor are parlors, sitting-rooms, library, and front and side halls, the former affording entrance from Madison street, the latter from Eighteenth street. The second story is devoted to bedrooms. The house cost $9,000. C. Schon, architect.

EDWARD BISSELL,

of the firm of Bissell & Gleason, one of the leading law firms of the city, occupies a very pleasant residence on Summit street, between Buckeye and Ash, and looking out upon the river It is a two story brick, painted brown and sanded, to imitate stone, and is covered by a nearly flat roof, from out which rise a small observatory. The grounds are quite tastefully laid out and decorated. The interior arrangement of the house is convenient and comfortable ; it is heated by steam, and has all the modern improvements. It was built in 1866, and cost about $10,000.

J. R. UMSTED.

Mr. J. R. Umsted, a rising young lawyer of the city, and a real estate operator—office in Board of Trade building—began, during the winter of 1874-5, the erection of a fine frame residence on Collingwood avenue, between Central avenue and Cue street. This was finished during the succeeding summer. It is two stories high, with attic and basement. It has a slate roof, and in design is a combination of English and Swiss cottage. Over the hall an observatory rises to a considerable distance above the roof, and affords a fine view of the surrounding country. Two very ornamental porticos and an oriel window are among the noticeable features of the external design. The interior design differs from the usual houses of this class in the peculiar arrangement of the parlors and dining-rooms, which, instead of being divided by folding doors, have simply an ornamental arch. The parlors are 14x35, and the dining-rooms 14x28. The front dining room has a very pretty dome. The house is 38x50 feet outside. It has the usual modern improvements considered necessary in such a dwelling. Cost $10,000.

W. W. LAWTON.

Last year Mr. W. W. Lawton, of the firm of Lawton Brothers, lumber dealers, built for himself, on Ashland avenue, one of the most elegant residences built during the past season. It is built of wood, two-and-one-half stories high, Grecian in design, and with a hip roof of slate. Its internal arrangement is elegant and convenient. A spacious hall runs directly through it, on each side of which are double parlors. Adjoining these are the dining-room, library, etc. A spiral stair case rises to the other floors. This and the hall are richly finished in black walnut. In the rear of this is another staircase for the use of servants, etc. The second story has the usual array of bed-rooms, bath-rooms, closets, etc. There are in all nineteen large rooms in the house, besides closets, halls, etc. Hot and cold water in every part of the house. The parlors have bay windows, and in front of the house is a

very fine verandah. There are also porches upon the side and rear. The house was begun last spring, and is now occupied. Cost $15,000 D. W. Gibbs, architect.

A. E. DICKINSON.

In 1874 Mr. A. E. Dickinson, manager of the Weed sewing machine, and dealer in real estate, built for himself a tasteful residence on Ashland avenue, at the corner of Columbia street, on a lot which has a front of 100 feet and 200 deep. The building is of wood, two stories and an attic high, with a Mansard roof of slate laid in ornamental patterns. The general shape of the house is square, but the lines are broken by bay windows, verandahs, etc. Inside the house is a hall 20x6, and 13 large rooms. It also contains laundry and all other modern improvements. The outside of the house is painted and sanded to imitate stone. In the rear of the lot is a fine barn, two stories high, and finished to correspond with the house. Cost $9,000.

S. B. PETTEE,

of the firm of Pettee & Howe, dry goods merchants, of No. 153 Summit street, built last year an elegant residence at the corner of Collingwood avenue and Cue street, a neighborhood which is fast developing into one of the most aristocratic in the city. The house was begun early in the year, and finished near its close, the amplest time being taken to construct the house in the best fashion in every way. It is a three story basement, built on the Swiss style of architecture, slightly Americanized. Its roofs are Gothic in form, and of the best quality of Mansard in the country. The basement has a large and excellent cellar, furnace room, fuel apartment, besides a very convenient store-room for garden and other implements, generally found useful about a house. On the first floor and to the right of the main entrance, which is through a large and elegant vestibule, are the parlors, music and ante-rooms. They are each frescoed very artistically. The ceilings of each of these rooms are raised gradually toward their center by an ingenious device known only to artists of the highest order, so as to represent a view of an Italian sky in midsummer, with the sunlight gilding the edges of the clouds on the far-off horizon. This is bordered with native and foreign flowers, and delicate green vines in endless profusion and variety. Standing directly underneath the center of the room and looking upward, it is almost impossible to realize that the painting is a work of art, and not as real, as it is surpassingly beautiful in design and execution. On the left of the vestibule is the sitting-room, which is large, light, airy, and frescoed with exquisitely beautiful flowers. The dining-room is in the rear of this room, and connects with it by folding doors. It is handsomely frescoed and decorated with paintings of fruits, game, etc. In the rear of this are the culinary apartments, possessing all the modern improvements and finished in the best kind of style. The grand stairway leading from the hall connecting with the vestibule is constructed in a manner to compare favorably with its elegant surroundings above and below. The chambers, to which are attached superb bath-rooms, are frescoed with a tasteful variety of light colors, and are large and commodious. They are known from each other by being designated the green-room, blue-room, etc. The library is the pleasantest apartment in the house. It is upon this floor and fronts on Collingwood avenue. The artist has done some of his best work in this room, and finished it in a manner which no words can do justice. The glass used in the building is French plate, and of double thickness. The house cost about $13,000.

C. C. WARREN,

of the firm of Warren & Bidwell, jobbers in and manufacturers of coffee and spices, 113, 115 and 117 Monroe street, has built this year for himself an elegant residence on the southern side of Madison street, between Twenty-first

and Twenty-second streets, and next to Mr. Bostwick. It is of wood, style of the renaissance, two stories and an attic in height, and is surmounted by a slate roof laid in ornamental patterns. The ground plan of the main part is a parallelogram, 40 feet square. This is relieved on the northeastern corner by an octagon projection, with windows, which rises to the roof. Farther to the south is a bay window, and the two are connected by a broad piazza. A projection and a piazza also appear on the northwestern side. The lower story contains a parlor, sitting-room, large double hall, sleeping-room, dining-room, kitchen, pantry, bath-room, etc. There are 12 large rooms in the house, all fitted up in excellent style, and supplied with every improvement. The house is painted in a peculiar rich tint that has excited general admiration. The cost was $14,000.

I. N. POE.

A neatly designed, attractively painted house situated in the midst of a handsome lot adjoining the water works, excites the admiration of all who travel on the southern part of broadway. This is the residence of Mr. I. N. Poe, of the firm of Poe & Breed, dealers in wooden and willow ware, No. 62 Summit street. The building is a frame, composite in style, and stands on a spacious lot facing Broadway. Its southern windows look out directly upon the water works grounds. It is two stories and an attic in height, with a Mansard roof. It has a bay window on the northeastern side, verandahs in front, and at one side an observatory. The dimensions are 24¼ feet front, by 60 deep. The house is painted a very attractive color, by having a light shade of slate, covered with a coat of delicate green. A handsome barn stands in the rear of the lot. The buildings were begun in the spring, and finished in October of 1874. Cost, about $14,000. The plans and building were entirely of Mr. Poe's devising, and reflect the highest credit on his architectural skill.

A. BURGERT.

That part of Cherry street lying in the vicinity of the old city line has been improving wonderfully within the last few years. Many quite pretentious residences have gone up there, but none were any more decided addition to the locality than the substantial brick dwelling erected there last year by Mr. A. Burgert, of the firm of Burgert & Hart, wholesale boot and shoe dealers, Nos 84 and 86 Summit street. The main building is three stories high, including the Mansard roof, the front projection terminating in a pavilion, finished in tower form. The entire building, including wings, bay windows, etc , is surmounted with a half Mansard roof with ornamental slating, and finished with iron crestings The basement contains laundry, etc. The house is furnished with Boynton's hot air furnace and range, supplying all the rooms with hot air, also hot and cold water to chambers and bath-rooms. The structure proper covers an area of 41x73 feet. The new brick stable and carriage house, 30x41 feet, belonging to this improvement, is built in a style to harmonize with the house, and is modern in all its appointments. Cost, $15,000.

GEN. WAGER SWAYNE'S

residence stands on a magnificent plot of ground bound by Madison, Jefferson and 23d streets, and Woodruff and Collingwood avenues. It is a fine, capacious, substantial looking building, built of brick, with cut-stone trimmings. Bay windows appear at different angles of the house. Inside it is finished elegantly. Hot and cold water are in all parts of the house, with every other modern conveniences. The house is heated by a furnace. A substantial brick barn stands at a little distance from the house. The building was finished in 1874, and cost about $18,000. The spacious grounds are very ha

TOLEDO'S PAST.

Early Recognition of the Importance of the Site of the Present City—Wars Fought for its Possession—Battles in this Vicinity—Speculation Run Mad—The Crash of 1837—*Slow Recuperation—The City in* 1843—*List of the Pioneers of These Days—The Mayors of the City Down to the Present Time.*

PRE-HISTORIC TIMES.

The time whereof the memory of man runneth not to the contrary, is that when the present location of Toledo was not considered of great importance, on account of its relations to the Northwest. Two centuries ago good Pere Marquette and his companions, paddling westward from Montreal, in their bark canoes, discovered the Maumee Bay and noted its advantageous location for communication with a vast extent of country. They found it for this reason one of the chief strategic points in Indian warfare, and at the time of their arrival a bitter struggle had been going on for years between the all-conquering Iroquois, and the tribes of this neighborhood for the possession of the country along the Bay and River. Other Frenchmen followed in the course of Pere Marquette and established a post in this vicinity, from which they could trade with the Indians, and keep up a communication by the way of the Wabash and the Ohio with their brethren of St. Louis and New Orleans. So early was it recognized as an important point in the grand route of travel across the continent. A hundred years later the dreams of a French empire in America were dissipated by the victory of the British arms at Quebec, and the shores of the Maumee became the base of operations from whence the mighty Pontiac hurled his savage hordes against the strongholds of the English intruders. Thirty years later the Indians fought, within a few miles of the city, about the last grand pitched battle they ever delivered, to free their soil from the American invaders. The adverse result of that contest broke their power and their spirit. Nine years after that fight the British and Americans met nine miles from here, in deadly grapple for the possession of the soil. These continually recurring struggles for the control of this section shows more conclusively than anything else, the importance of its geographical position and the estimation in which every people—Indian, French, English and American—have ever held it. There is perhaps no other section of the country that, previous to the late war, had been the objective of so many military expeditions, and had cost so much in blood and treasure. The retention of a fort in this neighborhood was one of the efficient causes that precipitated the war of 1812.

THE POSSESSION OF THE COUNTRY

was definitely secured to the Americans by the peace of 1815; a few years later the Indians who roamed around here were removed to reservations west of the Mississippi.

No sooner had the storms of war subsided after our last struggle with Great Britain, than the attention of people began to be directed towards this section as a prospective seat of a numerous and wealthy community. The soldiers who had followed the victorious banners of Wayne and Harrison, who had crushed the Indians at Fallen Timber, had turned back the tide of British invasion at Fort Meigs, and routed Proctor at the River Thames, returned to the Southern Ohio and Kentucky with glowing accounts of the wonderful fertility and resources of the country they had wrested from the clutches of the Indians and savages. They told of a land that was as level as a floor, with a soil of a richness exceeding that of the finest gardens, and which was covered with gigantic trees, affording protection and nourishment to vast quantities of game; of wide spread fields of corn, that yielded the Indians bountiful crops, with a minimum of labor, of rivers and lakes filled with the choicest fish. These were the advantages that captivated the farmers and the working men who composed those armies. The statesmen, the great merchants, the speculators of those days saw still greater advantages, in the position at the head of Lake Erie, a point to which many navigable streams tended, which must bring the produce of that vast and rich agricultural region to be exchanged for the manufactured products of the East. The head of Lake Erie was the natural chief depot of the new western empire, for its location was nearest the center of any on the lake line. It could be reached from the ocean by going in almost a straight and consequent by a short line. To reach any point further west required a great detour; it is necessary to sail around an immense semi-circle towards the north, for 600 or 700 miles, in order to get 200 miles further west than Toledo.

THESE ADVANTAGES

were canvassed and discussed from the time of the close of the Revolutionary War. One of the first enterprises of the young nation was to attempt to secure the control of this section. Six years after England acknowledged our independence, General Washington appointed General Harmar to the command of an army, with instructions io secure the possession of this country for the Republic. He penetrated as far as what is now Fort Wayne, reaching there in October, 1790, but in a few weeks his force was nearly annihilated, and he conducted the discouraged remnant back to Cincinnati.

The task was then delegated to General St. Clair, a veteran officer of the Revolution. He gathered an army of 2,300 men at Cincinnati, and advanced to the headwaters of the St. Mary's—half-way between here and Cincinnati, when he was overtaken by a worse disaster, even, than that which befell his predecessor.

The fiery Mad Anthony Wayne was then assigned to the duty. He collected a force of over three thousand men at Cincinnati, and in October, 1793, began his march northward, over the same path pursued by his predecessors. His course was steady and sure; no stratagem could deceive him, no specious security could lull his vigilance. At last he brought the Indians to bay at Fallen Timbers, on the banks of the Maumee, some ten or twelve miles from this city.

He broke their lines with an impetuous bayonet charge, that crushed their organization and lined the path of their wild rout with their dead. They fled

in panic, and their power never recovered from the blow they then received. Wayne pressed on after them until he reached the present site of this city, and, halting here, built a fort at the mouth of Swan Creek, where is now the corner of Summit and Monroe streets.

One of the concessions Wayne received from the Indians as the fruits of his victory was the grant to the Government of a tract of land twelve miles square, at the foot of the Rapids of the "Miami of the Lakes," as the Maumee was then called. This tract includes the villages of Maumee, Perrysburg, and Miami, and a large part of this city. Quite a number of settlers, French and American, took up their residence in the vicinity of the foot of the Rapids, and a few located themselves at the mouth of Swan Creek.

The operations of the war ended immigration for awhile, but aided it afterward, by turning the attention of the people of the whole country to the section of the country that was the theater of such important operations. The massacre of the River Raisin, the horrible butchery of Colonel Dudley's men, the gallant defense of Harrison and Clay against Proctor, all kept the public mind continually directed to this country.

The war closed with the end of the year 1814, and during the succeeding years the immigration hither was very active. The most of it crystallized around Perrysburg and Maumee, but some of it found its way along the banks of the river as far as the lake.

THE FIRST ATTEMPT AT SETTLING

What is now Toledo was made in 1821–22, by a Cincinnati company, composed to some extent of officers who had served with Harrison's army, in this section. They bought four hundred acres of land at the mouth of Swan Creek, and laid out a village, which they called Port Lawrence, in honor of the flag-ship in which the gallant Perry had fought the British, in the then recent glorious victory on Lake Erie. Among those composing the company was Major Oliver, a young man who had served on Harrison's staff during the war, with much distinction.

THE FINANCIAL REVULSION

Which followed the era of inflation and speculation induced by the war of 1812–15 embarrassed the Cincinnati company so much that it could not pay for its land, and it reverted to the Government. The latter transferred it to the Michigan University, and the University sold it back on Messrs. Baum, Oliver and Williams, who were members of the original Cincinnati company. They retained the name of Port Lawrence, but made comparatively little effort to improve the property for some years. Major Stickney, an active, enterprising man, who was an Indian agent for this section, invested quite largely in town lots in Port Lawrence, but afterward bought a tract of land adjoining Port Lawrence on the north, and lying along the river. He laid this out as a village, and named it "Vistula." He entered into an agreement with Eastern parties — Captain Allen, Otis Hathaway, and Edward Bissell—by which they were to furnish capital and make certain improvements toward developing the young city. Work was begun in real earnest in 1832, and Vistula advanced quite rapidly, attaining a considerable reputation.

In 1833 the two towns of Vistula and Port Lawrence were united, under

the name of Toledo. Its history for the next few years can best be told in the following extract from the memoirs of one of the most eminent of the early pioneers—Jesup W. Scott:

"In 1835 commenced that memorable speculation in wild lands and wild cities, which culminated in 1836. The whole Maumee Valley was filled with eastern fortune hunters. Congress and State lands were raced for entry, and the shores of the river, from Fort Wayne to the Maumee Bay were alive with city builders. From the foot of the Rapids to the Bay, all the land was considered neccessary for three story brick blocks; and after the canal was located on the north side, all the shore, from Waterville to Manhattan was held as city property. Jackson's specie circular soon brought these airy fabrics into ruin, which was completed by the failure of the United States Bank of Pennsylvania, in 1839.

"Under the auspices of Bissell and his associates, Toledo had been pushed forward to be a considerable place--numbering at one time, probably, over 1500 inhabitants. Most of the buildings of any note, had been erected by the speculative owners, and when money ceased to flow west for investment, and men, from devoting themselves to speculation, turned their attention to earning their daily bread, Toledo was a young city in the wilderness, with high expectations, but with nothing, or next to nothing, to live upon. The great body of land, which surrounded it, had been entered for speculation, so that up to to the time of the completion of the canal in 1843, there were not over two hundred families, outside of the city, which resorted to it as their principal place of trade. These were but little advanced in farming operations, and many were too deeply in debt to have much means to buy even necessaries."

"In 1844 Toledo was little more than the dead carcass of speculation. Its previous condition had been abnormal, but its condition was worse than negative. It had acquired a wide-spread, and almost universally believed character for insalubrity. It would, in its first settlement, have been noted, to some extent, for the severity of its malarial fevers, if it had been settled by industrious and moral people, having the means to provide comfortable habitations and healthy food. A large portion of its first inhabitants though intelligent enough, were not possessed of the means or the habits to preserve health in a new rich soil. Much sickness and distress, therefore, were suffered. When, therefore, the canal began to give it a business worth naming, its reputation for sickliness had became such as to divert from it, to other western cities, most of the enterprising business men, who flocked thither from the old states and Europe. Its rivals, and almost all the towns on Lake Erie considered themselves such—were very industrious in giving and keeping alive the bad name, which it had, in its speculative existence to some extent deserved. Other causes conspired so turn the tide of emigration from the wooded region about Toledo to the prairies beyond Michigan. The most powerful of these was the interest which existed in Buffalo and Oswego, through which up to 1853, all the immigration flowed, to carry passengers and freight as far as possible in their steamers and other vessels. Concurring in this was the interest excited by speculators in prairie lands, to give to some emigrating families in Europe, and especially in Germany, such information of the country west of Lake Michigan, as turned the tide almost entirely through that channel. This tide and its re-

action, built up in a very short time, the considerable cities of Chicago and Milwaukee."—*Knapp's History of the Maumee Valley.*

THE CANALS.

The preliminary surveys for the canals began in 1826; in 1827 Congress granted to the State of Indiana one-half of five miles in width, on either side of the proposed canal from Lake Erie to the navigable waters of the Wabash; the next year's Congress made a similar grant to Ohio, to aid in extending the Miami Canal from Dayton to Lake Erie. The surveys, determination of the route, and actual construction of the canals went ahead with considerable vigor. The Summit division of thirty-two miles, which united with the headwaters of the different rivers, was put under contract in 1831, and completed in 1835; in 1839 it had all been completed excepting the northern division, which made the connection with Lake Erie. Under the pressure of strenuous urging by the people of Indiana, the construction of the remaining portion was at once begun, and in July, 1843, the completion of the work was celebrated with great rejoicing at Fort Wayne. The extension of the canal from Dayton to Toledo was opened in June, 1845.

The determination of the location of the northern terminus of the canal aroused a fierce controversy between the river villages of Maumee, Toledo, and Manhattan. It was finally determined by making the latter the outlet, but side cuts were put in at Maumee City and Toledo, by which boats could be let into or taken out of the river.

BETTER TIMES.

The completion of the canal may be regarded as the turning-point in Toledo's career. Previous to that the embryotic city still laid supine under the incubus of the ruins of the bursted bubble of 1837. The canal penetrated the dense, unbroken forest of the Black Swamp, which shut her in like a Chinese wall, and brought to her the rich trade of the teeming Wabash and Miami valleys. Her success was assured from the time the connection was made between the lake and the Miami and Wabash canals. Trade began to increase, jobbing houses were established, sailing vessels sought the port to freight themselves with the rich produce of the corn fields of Indiana, and manufactories sought for locations in the new city.

THE MICHIGAN WAR.

The year 1835 was marked by an excitement which at one time threatened direful consequences. A difference of opinion existed between Ohio and Michigan as to the boundary line between them. The latter claimed about eight miles south of the present line, as the true line, and this would have included all of the present city of Toledo. Feeling ran high; the militia was ordered out on both sides, and camped dangerously near each other. Hostile proclamations were exchanged, several prisoners were made, one man was stabbed, and another shot through the hat, and deadly carnage seemed painfully imminent, when the United States stepped in, proposed a parley, and induced Michigan to withdraw her claim, in consideration of the grant to her of a large tract of valuable mining country in the upper peninsula. Thereupon

"Grim-visaged war smoothed his wrinkled front,"

and all was peace again.

THE PIONEERS.

The following is a list of the early pioneers, who assisted in laying the foundations of the Future Great City, and figured in the operations of the times of which we have given the foregoing brief sketch. It is furnished by Hon. Thomas Dunlap, Secretary of the Maumee Valley Pioneers' Association. The figures opposite each name show the date of arrival in the Valley:

Allen George, 1834
Andrews Mrs. H. B., 1823
Arrowsmith M., 1833
Baird C. C., 1835
Ballard Charles, 1837
Bamford R., 1838
Barill C. C., 1835
Barnes David, 1837
Bates John, 1832
Beach G., 1835
Belknap A. A., 1834
Bell Delia A., 1847
Bell R. H., 1847
Bennett C. K., 1835
Bennett W. H., 1833
Berdan P. F., 1836
Bernthisel H. P., 1831
Bishop A., 1818
Bissell F., 1835
Blinn N. D. 1825
Bloomfield A., 1833
Bond J. R., 1836
Brigham M., 1835
Brownlee A. B., 1835
Brown A., 1833
Brown S., 1831
Burnett H., 1833
Bush B. H., 1834
Carpenter G. A., 1840
Chappell Joshua, 1823
Chase G., 1839
Cheney W. C., 1843
Clark A. G., 1848
Cole F. J., 1842
Collins J. W., 1834
Collins S. S., 1831
Collins M. L., 1834
Colton A. W., 1849
Colton C., 1824
Comstock J. M., 1836
Connelly E., 1836
Consaul John, 1837
Cook A., 1835
Cook W. L., 1835
Corlett Thomas, 1834
Coy C. H., 1835
Crane C. A., 1830
Crane J. C., 1827
Crane Mrs. R., 1818
Crook W., 1831
Curtiss J., 1834
Daniels W. J., 1832
Dorr C. M., 1837
Dunlap Thomas, 1840
Daniels Thomas, 1837
Ensign W. O., 1837
Fay John, 1833
Fellers W., 1834
Fitch John, 1836
Flynn W., 1833
Forsyth R. A., 1816
Fuller E., 1839
Galloway P. H., 1839
Gilbert Mrs. M. A., 1827
Glass Joseph, 1832
Gunn W. B., 1820
Hanks E. S., 1835
Hartman A., 1835

Hathaway I. N., 1840
Herrick C., 1823
Herrick E., 1823
Hertzler H., ——
Hill C. W., 1836
Hilton B., 1823
Hull Isaac, 1814
Hull W. R, 1833
Hunt John E., 1798
Hunter E. H., 1846
Holgate W. C., 1836
Hollenbeck F., 1842
Holloway H. L., 1834
Holt P. C., 1843
Hood Henry, 1832
Houston W., 1836
Howard N. M., 1828
Howard Mrs. N. M. 1843
Howard R. P., 1823
Howe J. W., 1846
Johnson S., 1836
Jones Joseph, 1835
Jones W. W., 1833
Keeler W. O., 1833
Kelburg H., 1837
Kelsey J. W., 1845
Ketcham V. H., 1836
Lathrop Pliny, 1834
Leaming Thomas H., 1815
Leezen M. L., 1839
Lindsey D., 1834
Locke C., 1835
Loope P. G., 1830
Luke P. G., 1830
Manor John J., 1837
McKnight G. S., 1820
Mitchell Joseph, 1830
Morehouse L. L., 1837
Mott Richard, 1836
Myers James, 1836
Navarre Peter, 1807
Nearing M., 1834
Newcomb A. H., 1835
Newton Daniel, 1840
Newton E. Mrs., 1850
Nichols F. L., 1836
Norton C. W., 1835
Osgood F., 1836
Parsons George, 1837
Pease Don A., 1835
Pease J. U., 1835
Peck E. D., 1834
Peck E. D. Mrs., 1844
Perigo Esther Mrs., 1848
Perrin J., 1828
Phillips J., 1825
Potter E. D., 1835
Powers George, 1835
Pratt W., 1818
Prentice W., 1818
Printup Andrew, 1834
Pelton A. D., 1850
Phelps Edwin, 1834
Pratt B. F., 1824
Raymond S. A., 1839
Reed Henry, 1836
Reed A. P., 1834
Robertson J. A., 1836
Rogers A., 1835
Rowe J. P., 1831
Russell W., 1833
Scofield J. E., 1833
Scott C. I., 1839
Scott D. B., 1837
Scott J. A., 1833
Scott J. W., 1832
Scott S. B., 1835
Scott W. A., 1835
Seabert H., 1833
Seaman I. K., 1832

Secor J. K., 1840
Sessions H., 1833
Shepard J. F., 1835
Shaw P. H., 1823
Smith D. B., 1836
Smith H. T., 1838
Smith J., 1834
Smith J. B., 1833
Smith J. J., 1835
Smith W. H. H., 1849
Southard Thomas, 1832
Spencer George, 1836
Spink S., 1833
Stebbins D. R., 1835
Stephan A., 1836
Stephen A., 1842
Stevens O., 1832
Straight J. V., 1838
Tappan W., 1834
Taylor Thomas, 1835
Thacher H., 1833
Thomas Perry, 1835
Thornton S. B., 1837
Tiernan Thomas, 1839
Trowbridge A., 1834
Trowbridge W., 1834
Van Fleet John, 1829
Van Tassell I., 1829
Waite A. B., 1843
Waite M. R., 1838
Walbridge E., 1836
Walbridge H. 1833
Walbridge H. D., 1833
Walbridge H. S., 1833
Wales C. F., 1832
Warner H., 1835
Warner M., 1836
Washner J., 1848
Watson W., 1835
Watts Thomas, 1834
Way W. V., 1834
Webb John, 1822
Webb T. I., 1828
Weddell George, 1834
Welles Geo. E., 1849
Whitaker J. H., 1844
White O., 1828
Whitmore L., 1825
Whitney J. P., 1834
Whitney N. A., 1 24
Wilkenson David, 1818
Wilson E., 1823
Wolfinger S. H., 1834
Woodruff C. D., 1835
Woodruff E. J., 1836
Young S. M., 1835

TOLEDO'S MAYORS.

Toledo was incorporated at the session of the General Assembly, held in the winter of 1837–8. The first Municipal election was held in March 1838, at which John Berdan was elected mayor, by a majority of one over Andrew Palmer. The following is a list of the Mayors of the City:

John Berdan.....1838
H. D. Mason.....1839
Myron H. Tilden.....1840
Myron H. Tilden.....1841
Myron H. Tilden.....1842
Myron H. Tilden.....1843
George B. Way.....1844
Richard Mott.....1845
Richard Mott.....1846
E. D. Potter.....1847
E. D. Potter.....1848
D. O. Molton.....1849
C. F. Abbott.....1850
C. M. Dorr.....1851
Daniel McBain } Mayor Brigham } 1852
C. M. Dorr.....1853
C. M. Dorr.....1834
C. M. Dorr.....1855
C. M. Dorr.....1856
A. B. Brownlee.....1857
A. B. Brownlee.....1858

A. B. Brownlee.....1859
A. B. Brownlee.....1860
John J. Manor.....1861
John J. Manor.....1862
C. M. Dorr.....1863
C. M. Dorr.....1864
C. M. Dorr.....1865 1866
C. A King.....1867
C. A. King.....1868
William Kraus.....1869
William Kraus.....1870
W. W. Jones.....1871
W. W. Jones.....1872
W. W. Jones.....1873
W. W. Jones.....1874
Guido Marx.....1875
Guido Marx.....1876

MEMORANDA OF LUCAS COUNTY, O.

Historical Address delivered by Hon. Thomas Dunlap, in Toledo, on the Centennial Anniversary, July 4th, 1876.

Amid the strife and contention of a disputed boundary line between the State of Ohio and the Territory of Michigan, Lucas County came into being. Its territory was carved out of what was then claimed by Ohio, as Wood and Sandusky counties, according to an act of the Ohio Legislature, passed February 23, 1835.

The northern three-fifths of the county, as its limits were set forth in the first section of "an act to erect the county of Lucas," passed June 20, 1835, were beyond the northern boundary of Ohio, as fixed by the act of Congress of April 30, 1802, authorizing the people of the Territory of Ohio to form a state constitution, preparatory to her admission into the Union. Its area was about 750 square miles. Its surface was even, rising very gradually from the Lake, the water shed being toward the northeast. The Maumee River, the Ottawa River, and their tributaries, carried the surplus water to the Lake. The soil was partly sandy oak opening, partly heavily timbered clay land and partly river bottom, all valuable, under proper treatment, for farming purposes. The river abounded in fish, the woods were stocked with game. At the formation of the County, more than 1,000 Ottawa Indians made their homes within its limits, and received their annual payments from the United States, at Maumee and Manhattan. Indians included, the population was not more than 5,000.

The works of military art within its borders, were the old British Fort Miami, a British redoubt on the point at Maumee, a little below Fort Meigs, a small earth work, built by Wayne; at Waterville, called Fort Deposit, and a stockade and block houses, at the mouth of Swan Creek, built also by Gen. Wayne, called Fort Industry.

At Presque Isle hill, near Waterville, on the 28th of July, 1794, Gen. Wayne gained a decisive victory over the Indians, and at Maumee city, on the 8th day of May, 1813, Col. Dudley's Kentucky regiment were massacred by the British and Indians, under Proctor and Tecumseh.

It is understood that La Salle, the French explorer, wintered here in 1680, and had his head quarters near the Big Island, on the north side of the river, and about where the British Fort Miami was afterward built.

So that on this first centennial of our nation, the date of actual occupation, by white men of the soil of Lucas county, lacks less than five years of a second century of age. The forces which have made our nation the great fact of modern times have not been dormant here, although the movement is apparently slow. Their progress can be noted, and each agent has left its mark and sign on our record. The Steamboat came in 1824, the Railway in 1837. Travel by Lake developed emigration. Then speculation got ahead of prudence, and paper cities, and paper money furnished facilities for discounting the great expectations of Lucas county, and its future great cities. The early history of the county would be imperfect without a reference to the ruins of imaginary towns, so thickly strewn throughout its length and breadth. Maumee city, Miami, Marengo, East Marengo, Austerlitz, Port Lawrence, Vistula, Manhattan and Havre were projected on the north side of the river. Oregon and Lucas city sprang up on the south side. The fate of Lucas city and Havre recalls that of some ancient cities of greater pretentions.

Like ancient Tyre, their sites were swallowed up by the waters of the deep. They were cut off in infancy, when the surveyors' pegs on the sandy wastes were the only signs of development visible. The inroads of the waters of the lake took off the sandy soil by the acre, and the pegs and the cities, like Barkis, went out with the tide. Not so with Manhattan. A fate still more melancholy was in store for her. For her there was no refuge in the calm depths of an overflowing tide. Her town lots became the prey of the tax gatherer, who offered them in open market at three and six cents a piece, without finding buyers. Talk about the times that tried men's souls a hundred years ago; those early times of Lucas County tried the very earth itself.

The two Marengos, Austerlitz and Oregon could not stand the pressure of the tax-gatherer and become known on the Tax Duplicate of the County as lands. While Port Lawrence and Vistula, under the name of Toledo, with Manhattan and Miami and Maumee City, went into a state of suspended animation to await the resurrection that followed the War of the Rebellion. Those times of suspended animation were indeed hard times. Those were the days when men stayed here because they had no money to get away with. They were the days of twenty-five cent postage, when many a man had to wait a week or two to raise a quarter of a dollar to get a letter out of the post-office. I have lately talked with a substantial farmer, then, as now, a resident of the County, who told me he sold his wheat at the mill in Maumee City, for thirty-eight (38) cents a bushel in 1837. Levi Snell, an old resident of Toledo, says he built, in those times, a substantial two-story frame house on Washington Street, and paid for the labor in store pay, at seventy-five cents a day, and that he did not use over $20 in money on the whole job.

The hardships we are now enduring in this Centennial year are light and easy to bear by comparison with those which were endured in Lucas County during the first few years of its history. And inasmuch as we have survived 1837, we ought not to abate our courage in 1876, or our hope for the future. Our County began in the day of small things. Our Monroe neighbors used to say of us, "The potatoes they grow small, on Maumee. And they eat them, tops and all, on Maumee." Our single railway, thirty miles long, was fearfully made of strap rail, and was wonderfully operated by horse power or wheezy

locomotives. The business of the road, such as it was, served rather as a drain to carry the advantages of trade to Adrian, and build up that town, than as a feeder to commerce on the Maumee. The canal was being built by the State from an exhausted treasury, and served only to develop a deadly miasma, which swept off the people and scared away emigrants.

Those disastrous days of 1837, like the stormy days of winter, were preceded by a short Indian summer of calm and sunshine; a hazy period, full of hopeful speculation and exciting contest—a time when every man built castles in the air first, and then gave himself up, body and soul, to secure a foundation for his air-drawn buildings.

Then arose the contest for jurisdiction of the land, situate north of the line fixed by act of Congress as the Northern Boundary of Ohio, called the Fulton Line, and south of another line called the Harris Line, fixed by Ohio, and to which Congress had never assented. This strip of land, about seven miles wide, where it met Lake Erie, included the mouth of the Maumee River and the harbor of Toledo. Such civil organization as it had was under the Territory of Michigan. Major B. F. Stickney held a commission as Justice of the Peace from that Territory. The inhabitants had not thought much about any other jurisdiction until the advent of certain lively spirited young men from Western New York and other Eastern States, who were wide awake to the prospective advantages of having a great commercial emporium established on the Maumee. And each man was interested in having the streets and alleys, highways and byways of the future great city laid out on the particular quarter section of land he claimed an ownership in. So the projected canal which was to furnish a channel of commerce along the Valley of the Maumee, to connect somewhere with Lake Erie, became an object of absorbing interest. The harbor of Toledo, situate in Michigan Territory, seemed the natural outlet of the canal. The State of Ohio, in asserting claims to the strip of land in question, received the hearty interested partizanship of many residents of Toledo.

Not so, however, with the older non-speculative settlers, who had begun under the jurisdiction of Michigan Territory, and failed to feel the force of the motives which agitated their more lively neighbors.

On the 12th of March, 1835, we have, among the documentary relics of the time, a communication from J. V. D. Sutphen, Colemon I. Keeler, Cyrus Fisher and Samuel Hemmenway, delegates from Port Lawrence Township, to the county convention, of Monroe county, Michigan, addressed to the Hon. Stevens T. Mason, acting Governor of Michigan Territory.

This is what they have to say to the Governor:

We, the citizens of the township of Port Lawrence, county of Monroe, Territory of Michigan, conceive ourselves, (by force of circumstances,) in duty bound to apply for a special act of the Legislative council, authorizing the removal of the place appointed for holding our township meeting.

By a vote of our last town meeting, our meeting of this year must be held at Toledo, on the Maumee River. We apprehend trouble, and perhaps a riot may be the consequences of thus holding the meeting in the heart of the hot bed of disaffection.

We therefore pray your excellency and the Legislative council to aid us in our endeavors to keep the peace and sustain our claims to the soil, as part of the

Territory of Michigan, by an act removing the place for holding the town meeting, for the township of Port Lawrence, from Toledo to the school house on the Ten mile creek prairie, to be held on the—day of April, 1835, in preference to the usual day and place appointed.

On the other hand, Andrew Palmer, Stephen B. Comstock, B. F. Stickney, Willard J. Daniels, George McKay and others, were content to abide in the "heart of the hot bed of disaffection," to wit, at Toledo, on the Maumee River, and were fully determined to sustain the jurisdiction of Ohio. The allegiance of the settlers being thus divided, resistance was made to the execution of civil process, and to the collection of taxes, under either authority. About this time a stormy town meeting was held in the Phillips Tavern, at Tremainsville, which justified the fears expressed by the township delegates to Gov. Mason. At this meeting, George McKay, for Ohio, and Robert McClelland for Michigan, undertook to try the merits of the case by wager of battle. They were both large, powerful men, but the crowd pressed too close to admit of free play of their fists. They pounded away at each other as well as they could, until the row broke up the meeting.

In the spring of 1837, Governor Lucas determined to run, and re-mark the Harris line. And Governor Mason determined the Harris line should not be run or marked.

Governor Lucas called to his aid 600 Ohio Militia, who went into camp at old Fort Miami, and Gen. John Bell and staff arrived and mustered the men into service.

The Militia in other parts of the state were organized. One of our fellow citizens, Mr. E. P. Bassett, was then a young man living at Ravenna, and volunteered as a drummer boy for the Toledo war.

Governor Mason wrote to Gen. Joseph W. Brown, advising him of the mustering of the Ohio forces, and recommending him "to be prepared to meet the crisis," because, he adds, "You will now perceive that a collision between Ohio and Michigan is inevitable."

Accordingly, Gen. Brown, in command of the Third Division of the Michigan Militia, proceeded to organize a force of twelve hundred men. The country became wild with excitement. The newspapers of that day were filled with accounts of the proceedings of the warlike governors.

There was then no telegraph and scarcely any railway communication. But the post-office and weekly paper carried the story all over the Union, and wherever it came it created quite a marked sensation. Had Nast and *Harper's Weekly* then existed, we might have been favored with a caricature of Gov. Lucas, as the Game Cock of Ohio, confronting Gov. Mason of Michigan, drawn in the character of the Rural Rooster defending her territorial rights. However, there they were, in the act of levying war, and had it depended on the discretion of these two men, an actual collision would have taken place.

Gov. Lucas was about to cross the Fulton Line with his troops and take possession of Toledo. Then came two commissioners, the Hon. Richard Rush, of Philadelphia, and Col. Howard, of Baltimore, from Gen. Jackson, to use their personal influence as peacemakers. With them came also the Hon. Elisha Whittlesey. On the seventh of April, after several conferences with both Governors, the following propositions were submitted by them :

1st. That the Harris Line should be run and re-marked, pursuant to an act of the last session of the Legislature of Ohio, without interruption.

2nd. The civil elections, under the laws of Ohio, throughout the disputed territory, having taken place, that the people residing upon it should be left to their own government, obeying the one jurisdiction or the other, as they may prefer, without molestation from the authorities of Ohio or Michigan, until the close of the next session of Congress.

The second proposition contains a liberal infusion of the doctrine, since known as squatter sovereignty, and shows that Senator Douglass was not the first inventor of it. Gov. Lucas accepted the advice and proposals of the Commissioners, and disbanded his military array.

Gov. Mason declined them. On the tenth of April, Gen. Brown was at Toledo at the head of a sheriff's posse of one hundred men, to arrest persons who had accepted office under the State of Ohio. Finally, on Sunday, the 26th of April, the Governor of Ohio having started a surveying party to run the Harris Line, William McNair, Under Sheriff of Lenawee County, Michigan, arrested nine of the Ohio party at their camp in the Territory, and took them before a justice of the peace at Tecumseh. This stopped proceedings under the survey. Michigan officers also arrested at Toledo, Benj. F. Stickney, George McKay, Judge Wilson and others.

The arrest of Major Stickney was in open daylight about noon. They were not so happy in their attempt on the liberty of another citizen, said to be Andrew Palmer, which was made at night. The officer stole upon him at his house, under cover of darkness. The warning was brief. The pursuit rapid. After a run of a quarter of a mile, the pursued party took to the water like a hunted deer, mounted a saw-log floating in the river, and paddled off with his hands and feet to a place of safety. Mr. Palmer was Editor of the *Toledo Gazette*, and a warm partizan of Ohio. The Wolverines profanely called him Governor Palmer, as Artemus Ward says, by way of sarcasm.

The only blood shed in this war was that of sheriff Wood, of Monroe county. He was wounded by a knife or dirk, in the hands of Two Stickney, a son of the Major, while trying to arrest him. Stickney escaped and fled to Columbus for safety.

So far the honors remained with Michigan. Ohio failed to run and re.mark the Harris line, and divers and sundry partizans of Ohio languished in Michigan jails, or were subjected to the ignominy of giving bail for their appearance before the criminal courts of that Territory.

Although Governor Lucas had agreed to the proposals of the commissioners, his mighty spirit was grieved with a sort of premonitory suspicion that the controversy might not be decided by his movements, and that, somehow, Gov. Mason was getting ahead. The Harris line had not been run. The next move was to hold a court. The 7th of September, 1835, was the day fixed by the Ohio Legislature. But the Ohio troops had dispersed. The Wolverines, under Gen. Brown, were twelve hundred strong, and were well aware that an attempt would be made to hold court at Toledo, and they were determined to capture the court, as the sheriff had the surveyors. A court of Common Pleas was composed of a presiding Judge and three associate Judges, any three of whom formed a quorum, for the purpose of holding court. The presiding Judge,

David Higgins, thought it not becoming or wise to expose a member of the Ohio Judiciary to capture on an enemy's territory, and was not on hand. But the associates were.

Jonathan H. Jerome, the senior, was a noble specimen of manly beauty and strength. He stood six feet in his stockings, and weighed two hundred pounds. He could wrestle with a Michigan officer much more effectually than Judge Higgins, who had lost a limb, and was unfit for the alarms and chances of actual warfare. So the big end of the court was strong. Governor Lucas sent his Adjutant General, Samuel C. Andrews, to Lucas county to advise with the Judges and officers, and back up the holding of the court. The adjutant General directed Col. Van Fleet to call out his regiment. The Colonel called, and one hundred men responded. This was on Sunday afternoon, of the 6th day of September. Just at evening a scout came in and reported Gen. Brown at Toledo, to prevent the court, with twelve hundred men, and a train of artillery.

The facts were Gen. Brown had halted his main force at Mulholland's, eleven and a half miles from Toledo, and had sent Capt. Warner Wing forward with one hundred men to occupy that village, with orders to watch the Judges, and arrest them if they attempted to hold a court. In this emergency, Col. Van Fleet offered to be responsible, for the safety of the persons of the Judges, and to ensure the holding of a court, if they would obey his orders. The honor and safety of the Court, and the Peace and Dignity of the State of Ohio were placed in his keeping. He settled the matter in the following speech to the Judges:

"The 7th day of September will commence at midnight. No hour is specified in the law when the court should be opened. Gov. Lucas wants the court held, so that by its record, he can show to the world, that he has executed the laws of Ohio, within the disputed territory, in spite of the vaporing threats of Gov. Mason. If we furnish him that record, we shall have done all that is required. Be ready to mount at one o'clock, A. M., for Toledo. I will be ready with an escort to protect you."

That Sunday night the main body of the militia of Michigan remained at Mulholland's, glorying in their strength. The advance-guard at Toledo, under Captain Wing, seem to have folded their heads under their wings and shut their eyes in repose and stillness of the Sabbath evening, and to have slept sweetly until the morning light of the 7th dawned.

The first term of the Court of Common Pleas of Lucas County held under Ohio law, was opened earlier, dispatched more rapidly, and closed quicker than any has chanced to be since that time.

In what Burns calls "the wee sma' hours ayont the twal'," it was begun and ended. Tradition informs us that about three o'clock A. M. of Monday, the 7th day of September, 1835, the Judges and officers of the Court, escorted by twenty men armed with rifles and cavalry pistols, under command of Matthias Van Fleet, Colonel of the First Regiment of the Second Brigade of the Seventeenth Division of Ohio Militia, the whole party being on horseback, arrived at Toledo, and proceeded to the school-house. This was the only public building in the town, and stood near where Washington street crossed the canal. This is the record of the proceedings:

"State of Ohio, Lucas County, ss.: At a Court of Common Pleas begun and held at the Court-house in Toledo, in said county, on Monday, the 7th day

of September, A. D. 1835, present the Hon. Jonathan H. Jerome, sen., Associate Judge of said county, their Honors Baxter Bowman and William Wilson, Associate Judges. The Court being opened in due form by the Sheriff of said county, Horatio Conant being appointed Clerk of said Court, exhibited his bond with sureties accepted by the Court, agreeably to the statute in such case made and provided. The Court appointed John Baldwin, Robert Gower, and Cyrus Holloway Commissioners for said county. No further business being before the Court, the Court adjourned without day.

"J. H. JEROME,
"*Associate Judge.*"

Junius Flagg was Sheriff. When the Court adjourned the officers and escort went to the tavern kept by Munson H. Daniels, near where the American House, on St. Clair street, now is, registered their names, and took a drink all around. This brief, primitive record marks the period when Lucas County became an organized body under the laws of Ohio. It is the point around which the scenes of local history of that time are naturally grouped when we desire to know the men who were actors in those scenes, to learn the motives of their action, to realize the interest they felt in their plans, and to see how they did business. When we wish to clothe the dry items of the official record with life, we turn to the legends and traditions which can still be heard, like echoes becoming fainter with each repetition. This scene of the first Court of Common Pleas of Lucas County, held in the darkness of night, under guard of armed men, in secresy and haste, is very suggestive of a state of feeling bordering on lawlessness, and under strong excitement. The holding of the Court was thought necessary to sustain the dignity of the State. The assembled wisdom of Ohio had solemnly enacted, on the 20th day of June, 1835, that the Court of Common Pleas in said county should be holden on the first Monday of the next September. Governor Lucas desired it to be held, and State pride sustained him. On the other side, the Legislative Council of the Territory of Michigan had passed, on the 12th day of February, 1835, an act entitled "An act to prevent the organization of a foreign jurisdiction within the limits of the Territory of Michigan." This act made it an offense punishable by fine of not more than $1,000, and imprisonment at hard labor for not more than five years, to officiate in any office within the Territory by virtue of any commission not derived from the Territory or under the Government of the United States; and forbid, by a like penalty, all persons residing within the limits of the Territory to accept any office from any State, or authority other than the Government of the United States or Territory of Michigan. Here was a rare chance for the noble sons of Ohio to show their devotion to her and break the law of Michigan by the same act. So they braved the peril of the situation, and opened and shut their Court while one hundred valiant soldiers slumbered and slept in the town to prevent them. The soldiers said the Ohio party were disguised as Indians when they held their Court. I do not credit that story.

We left the Ohio party taking a drink at the tavern. Let us take another peep at them. We shall find them still at the tavern preparing to take another drink, and adjusting proper proportions of whisky and sugar to make the water a healthy drink for an Ohio Court, when suddenly somebody said the Michigan

soldiers were coming. The second drink was adjourned without day. There was mounting in hot haste, and a helter-skelter gallop through the woods on the road back. When they had gone about a mile an unlucky branch of a tree knocked off the bell-crowned hat of the clerk of the court. Now this hat contained the minutes of the court. Thereupon the party halted and discussed the situation. It was unanimously determined that the moral effect of all the trouble they had taken to hold a court, would be lost if they could show no record; and it was concluded that no record could be made without the minutes. And so it was plain the great State of Ohio would be put to shame and become a laughing stock to the Territory of Michigan and its vaporing Governor, Stevens T. Mason.

It was resolved to find the hat or die in the attempt. To their great joy the hat and minutes were soon recovered, and they celebrated their good luck then and there by two volleys from their firearms. This noise awakened the sleeping infantry of the Michigan army and was the first notice they had that an Ohio court had been held during their watch on their territory. The practical workings of the little experiment of Squatter Sovereignty were not such as to make us desire any more of it. Dr. J. L. Chase, then a merchant at Manhattan, says that one day he was called on by Cornelius G. Shaw, who claimed to be Sheriff of Lucas county under Ohio, and required to give a list of his property for taxation. On his remonstrance Shaw left him undisturbed. The next day came Sheriff Wood, of Monroe county, Michigan, requiring also a list of property for taxation.

When the Doctor declined to give any until the question of jurisdiction was settled by Congress, Wood proceeded to take some goods, and the Doctor raised a chair and made for him.

Wood desisted and went away.

The conflicts became so common that every man of muscle carried a handy sprig of hickory with a neat hole for a string to hang it on his arm where it would be convenient. The Ohio boys said these clubs were to protect them from the Indians. But the Michigan officers often found themselves classed with Indians not taxed.

On the 15th day of June, 1836, by act of Congress Michigan was admitted into the Union with the Harris line for the southern boundary. The valuable Lake Superior mineral lands were added to her territory to make up for the disputed strip given to Ohio. Thus the momentous Toledo war cloud passed harmlessly away. The last conflict happened about ten days before the passage of the act. It was on the occasion of a levy by a Michigan constable, one Elijah Hayden, on a horse belonging to Thomas Carr. Ira Smith kept the Eagle tavern at the corner of Elm and Summit streets. It was a white frame building with board shutters painted green, and was the headquarters of those who sympathized with Michigan.

Hayden having seized the horse took him to this house. Thomas Carr was the champion of the Ohio boys in many a scrimmage, and Hayden was particularly pleased to take his horse.

Carr arrived as Hayden was about to leave for Monroe with his prize; and with him a crowd bound to see fair play and whip Hayden. Carr went to unloose the horse, and when Hayden came for him, the little bit of a hickory club

worn by Carr to protect him from the Indians came into immediate service and was as lively in Carr's hands as a true sprig of shillaleh.

The constable of Michigan fell at the first blow, and received a tremendous thrashing. Ira Smith and his party took him into the house to save his life. Such was the excitement that scantling were brought from across the street where the American Hotel was being built, and used by the crowd to batter in the windows and break the doors of the tavern. Carr marched off with his horse and the honors of war.

In a few days the news came that things were settled in favor of Ohio.

There was a celebration in the school house, down town. Hon. Emery D. Potter was the orator of the day. The proceedings wound up with a grand display of fire balls at night. Gen. Chas. W. Hill, who was an eye witness, says these fire balls were prepared in the store where he was then clerk. Balls of wicking were properly secured to prevent unwinding too rapidly, and then soaked in turpentine. At night, after it became dark, the people were all out to see the sport. There was also, outside the crowd, a large number of Indians mounted on their ponies. They were dressed in calico shirts, and shouted as the boys threw the fire-balls, and everybody was happy until an unlucky fire-ball lighted on an Indian and set his shirt on fire. Then the boys made the balls fly among them.

Whenever a ball struck an Indian or the mane of a pony a small conflagration broke out. The fire-balls in the darkness, the shouting and laughter of the crowd, and the yells of the Indians as they galloped off made a closing scene full of the wildness and vigor of frontier life. It was a scene fitting to close the mock heroics of the Toledo War.

Thence forward, the history of the County falls into the monotone of peace. The Ohio Railroad Company, starting from the eastern boundary of the State, with the promise of a road, extended its superstructure of timber on piles along the Lake shore to the Michigan Line. In the great calamity of 1837, that promise failed. The Manhattan Bank failed. Everybody in business failed. Laborers' wages fell to four or five York shillings a day. Carpenters' and Masons' wages were from seventy-five cents to one dollar, and payments were made in orders on some grocery or dry-goods store. The State Treasury was embarrassed. Work on the canal went on slowly, and in 1843 communication was opened by it with the Wabash Valley. In 1845, the Miami Extension, connecting Toledo with Cincinnati, was ready for business.

With the opening of the Canal and the construction of the Toledo, Norwalk and Cleveland Road, the question of the location of the business center began to receive a solution which was accepted as final, and Toledo came to the front as the future great city.

The changes of forty years find Lucas County shorn of about one half of her territory, Fulton County having been made from the western half. They find in the county a vigorous population of 100,000, including a large city of 60,000 people. They find cheap coal, an immense lumber and grain trade, with railways, telegraphs, canal and lake navigation in full action. They find manufacturing interests showing signs of rapid development under the stimulants of cheap and abundant water power, and steam power and unrivalled facilities for easy access to a large and increasing market. They find at Toledo a great rail-

way center, a point where the coal of the Hocking Valley meets the iron ores of Lake Superior. They find a substantial value in the present business of the County. They find religious and benevolent institutions in healthy, active operation. They find the vital function of Government to educate the young, organized in a school system, which is a source of just pride, and is regarded by the people as the bulwark of liberty, and the best guarantee of intelligence and freedom.

The changes of the past forty years are perhaps but preparatory to those which are to come, when other eyes than ours shall look on the facts of the next centennial. Let us not seek to penetrate the mystery of that time; but give our day of joy to the memories of the past. We stand to-day in rest and recreation and pause to look back on the past in our National, State and County progress. We may look on it without fear for the future. The material progress we witness is but the natural outgrowth of Freedom: freedom of thought; freedom of conscience; freedom of belief; freedom of worship; of healthy action unfettered by the will of a master in things temporal or in things spiritual. All this subject only to the common sense of the majority, and to the great law of good morals which bids us to love our neighbors as ourselves. This is the Freedom so dear to our Fathers. The love of it, and the knowledge of it, are more to us than wealth, or power, or profit, or pleasure. It is not Squatter Sovereignty or Communism, but Liberty regulated by Law—Law based on intelligence and reason —Conscience enlightened by Science. This is the heritage left us by Washington, and Jefferson, and Paine, and Franklin.

The great fact of the centennial is the nation of Freemen called the United States of America.

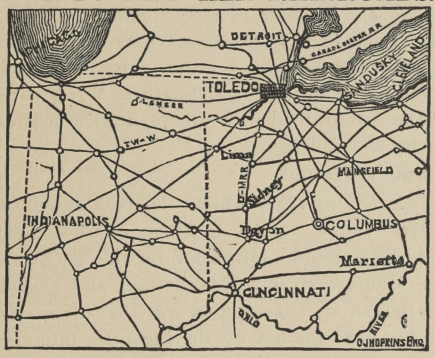
The foundation of that great fact is the intelligent individual citizen, active, free, independent and outspoken, pure and just, and above all, organized with a backbone in him. Such a citizen is the natural product of our public school system. You may say that such men are few and that the majority of so-called leaders of men are themselves subject to debasing influences. The truth still remains that we can distinguish as our best centennial product a class of men who do not hold office, who have clear views of justice and fixed opinions of right and wrong; a class of men who do not seek office, whose independence often gives offense and who mould and temper public opinion by their force of character and devotion to principle. Such men originated the irrepressible conflict which destroyed the slavery of the Black race. But they did not profit by it as office holders. They were none the less a power in the land. They are o tbe found among the clergy and among the laity, in the ranks of all parties, and in every walk of active life; these men to whom justice is not perfected without equality, and who consider truth and honor due from themselves to others, as well as to be exacted from others to themselves. Our institutions of education, namely, the Public School, the Press and free discussion, have produced and are producing such men, and they in turn will save the Republic. Just as in 1776 such men saved it from Toryism and British tyranny and in the war of the Rebellion redeemed the slaves; so in this era of corruption in office will they move on the thieves and scourge them from the temple of Liberty.

When I look on the free discussion of all public questions by the average American citizen, when I see the desire for knowledge, and the general convic-

tion of the righteousness of toleration, of temperance in all things, of the golden rule of equal and exact justice to all; when I take note of the spirit of resistance to arbitrary dictation and interference with personal liberty, I am persuaded that the past has matured for us a generation of men capable of continuing and improving our social, moral and political state—men who will not cease to strike at and to strike out old abuses, and will not hesitate to remove tyranny when the time is ripe, even if the experiment shall reach to the emancipation of women as well as of men.

TRANSPORTATION FACILITIES.

TOLEDO AND HER RAILROADS.



1. Wheeling and Lake Erie. *
2. Sandusky Division Lake Shore. †
3. Norwalk Division Lake Shore, †
4. Pennsylvania Central. ‡
5. Atlantic and Lake Erie. †
6. Toledo and Columbus. ¶
7. Dayton and Michigan. †
8. Toledo, Thorntown and St. Louis. ‡
9. Toledo and Southwestern. *
10. Toledo, Wabash and Western. †
11. Air Line Division Lake Shore.
12. Western Branch Canada Southern. ‡
13. Michigan Division Lake Shore. †
14. Toledo, Ann Aarbor and Northern. ‡
15. Flint and Pere Marquette. †
16. Detroit Division Lake Shore. †
17. Toledo, Canada Southern & Detroit. ‡

* New Roads, probable. - - - 2
† Roads in Operation, - - - - 8
‡ Roads under Construction, - 6
¶ Roads Assured, - - - - - 1

Total, - - - - 17

First Railroad—Boldness of the Enterprise—A Singular Scheme—Projection of other Roads and their Development—History of the Great Lines which lead to the City—Toledo's Importance as a Railroad Center—New Roads pointing Hither—River and Harbor—Description of the Harbor and History of its Improvements—List of Vessels owned here—Business Done during the Last Year—Present and Prospective Importance of the Harbor.

The most important feature of history of the city for the years succeeding 1837 was the conception and carrying forward of the great railroad enterprises which have made our city one of the chief commercial centers of the country, and laid the foundations securely for our future greatness. As one looks over the list of these grand highways, and reads the history of the effort it cost to bring them to their present stage of development, he can not repress his admiration at the large-minded enterprise and steadfast energy which has produced such grand results.

THE FIRST RAILROAD.

Among the other enterprises which sprung out of the general speculation fever of 1837, was that of constructing a railroad to Adrian and Kalamazoo. The

boldness of this enterprise can be estimated, when it is remembered that there was not another railroad west of the Allegheny mountains, and those east of them were very few, and of the crudest possible description, most of them being operated by horses. No one in Toledo knew anything about railroads, and no one, then, had any money to put into the enterprise. Nevertheless, the Erie & Kalamazoo railroad—as it was then called—was built. It was at first intended that the rails should be made of oak studding, 4 inches square, and the cars be drawn by horses. The ideas of the stockholders enlarged, however, and an iron strap, ⅝ inch in thickness, was tacked on the top of the rails, two little locomotives, two four-wheeled passenger cars, and six freight cars were purchased, and on the 9th of August, 1838, the road was operated as far as Tecumseh. Emigration was setting in strongly towards Michigan, and the road, for a while, did a thriving business, carrying emigrants and supplies to feed them. When this fell off, the road did a fair business in carrying wheat and flour to Toledo, from Adrain, to which point all the neighboring towns in the interior of the state sent their produce by wagon. Thus the road became an important feeder to the city. In time this importance was diminished by the construction of roads leading out from Detroit to the interior of Michigan, and which drew away much of the trade, that formerly sought this place. The panic of 1837 prevented the extension of the road to Kalamazoo. When the railroad-building spirit revived in 1850, the various lines, now forming the old line of the Michigan Southern & Northern Indiana, were built, and connected the Adrain road with others, until a continuous line was formed between this city and Chicago.

THE OHIO RAILROAD.

Another Railroad project was started in 1837, which deserves extended mention, on account of its novelty. Judge Nehemiah Allen, of Cleveland, headed a company which was organizad to build a railroad from the Michigan line to Cleveland. It crossed the Maumee river at Manhattan, and passed through Fremont. The peculiar feature of its construction was that there was to be no grading on it. The road bed was formed by driving piles into the ground, so as to form a level. On these were to be laid the stringers and rails. The enterprise progressed so far that the route was located and the piles driven the greater part of the distance, and the crash came, and the Ohio Railroad was nipped by an untimely frost. The rotting piles are still to be seen in this section.

THE LAKE SHORE RAILROAD.

THE CLEVELAND AND TOLEDO RAILROAD.

For ten or twelve years there was but little more said about building railroads. In 1850 that class of enterprises again rose to favor, and the old project of connecting this city and Cleveland by rail was revived, and found general acceptance all along the line of the proposed route. A company was organized and a charter procured, under the name of the Cleveland, Norwalk and Toledo Railroad Company. In this city, Hon. William Baker, J. H. Whitaker, and Matthew Johnson were particularly active and efficient in working up the inter-

ests of the project. At that time townships and corporations were allowed to vote subsidies to railroads. The share fixed for the city of Toledo was $50,000, and through the exertions of Messrs. Baker, Whitaker and Johnson, the aid was carried by a large majority in the city. Other places were equally prompt, and the road was at once begun, and finished in 1852.

About the time that this project was started, a company at Sandusky and other points along what is now known as the Sandusky division of the Lake Shore Railroad, and at the head of which was Judge Ebenezer Lane, of Sandusky, who tried to have the route of the proposed road changed so as to pass through Sandusky. They failed in this, and then, in revenge for what they considered Toledo's bad taste in passing Sandusky to one side, they organized a company to build what was called the Junction road, which would connect with the other road at Elyria, pass through Sandusky, etc., and, crossing the river at Maumee City, make a junction at Swanton with the proposed road to Chicago. They did a great deal of grading on the road, and an immense embankment and stone piers for the bridge at Maumee still stand to show the earnestness of their spite against Toledo. A compromise was effected, however, and a consolidation of the two roads under one management followed. The Junction road was connected with the main line at Milbury, eight miles from the city.

THE RAILROAD TO CHICAGO.

A company was incorporated in 1835, under the name of the "Buffalo and Mississippi Railroad Company," which was subsequently changed by the Indiana Legislature to the "Northern Indiana Railroad Company," with power in its charter to build a railroad across the northern part of the State of Indiana, in a general direction from Toledo to Chicago, with the privilege of building a branch from Michigan City, South Bend, or Goshen, to Lafayette, and thence toward St. Louis as far as the Indiana line. From the proportions of the work the members of the company marked out for themselves, it will be evident that they did not lack confidence in themselves. The project, like all others, disappeared under the waters of oblivion in the crash of 1837, but when, in the last part of the succeeding decade, the people began again to build railroads, it was revived again. In the meanwhile, short roads had been built connecting the towns of Hillsdale, Jonesville, Coldwater, etc., with Adrian. This road was called the Michigan Southern. The proposition was made and accepted to extend this road to the Michigan line, near White Pigeon, and then Eastern parties would revive the Northern Indiana project, and build the road through the balance of the way to Chicago. The Eastern parties furnished capital to the amount of $850,000, and $150,000 was raised along the line. Work was begun in 1850, and in 1853 the line was opened for business. The following were the directors of the two roads at the time of the building:

Northern Indiana—George Bliss, Springfield, Mass.; John Stryker, Rome, N. Y.; Edwin C. Litchfield, John B. Jervis, and Calvin Burr, New York City; Hugh White, Waterford, N. Y.; James H. Barnes, Goshen, Ind.

Michigan Southern—George Bliss, Springfield, Mass.; John B. Jervis, Charles Butler, and Edwin C. Litchfield, New York City; John Stryker, Rome, N. Y.; William L. Marcy, Albany, N. Y.; Elisha C. Litchfield, Detroit, Mich.; Charles Noble, Monroe, Mich.; H. Dwight, Jr., New York.

When the road was opened for business it put on a fine line of Steamers, to run in connection with it from Toledo to Dunkirk and Buffalo, and there connect with the New York and Erie, and Buffalo and Albany Railroads. Arrangements were made with another line to connect with the road and run to Sandusky and Cleveland, thus furnish a rapid transit to Columbus, Cincinnati and Pittsburgh.

THE AIR LINE.

It was deemed advisable to construct a more direct route between this city and Chicago than was afforded by this, and in 1850 a company was chartered to build a road west from Toledo to a point on the Indiana line in Williams county. This road—now known as the Air Line—was built in the course of the next few years. In 1855 all these roads were consolidated under the name of the Michigan Southern and Northern Indiana Railroad.

DETROIT AND TOLEDO RAILROAD.

In 1850 a company was organized, in this city, to build a road northward, in the direction of Monroe, to connect with a road, which parties in Detroit and Monroe proposed to, and did construct from Detroit. In 1856 this road passed into the control of the Michigan Southern & Northern Indiana, and thus that corporation began that systematic scheme of consolidation, which has now made it one of the most powerful corporations of the country.

We have not time nor space to give a history of the numerous small subsidiary roads, which within the next few years were constructed, and merged into this corporation. The following of the component parts of what is now known as the

LAKE SHORE AND MICHIGAN SOUTHERN RAILROAD.

will give an idea of the immense proportions attained from the comparatively humble beginnings:

Buffalo & Erie, which was a consolidation, in 1862, of the Buffalo & State Line, (68 miles,) and the Erie & Northeast, (20 miles.)

Lake Shore—consolidation, in 1869, of the Cleveland, Painesville & Ashtabula, (95.5 miles,) and the Cleveland & Toledo, (113.84 miles.)

The Michigan Southern & Northern Indiana, (244 miles,) consolidated with the above in 1869.

The Detroit, Monroe & Toledo, (64.79 miles,) Kalamazoo & White Pigeon, (37 miles,) and Northern Central Michigan, (60 miles,) opened in 1824.

The Kalamazoo, Allegan & Grand Rapids, (38 miles.)

The Jamestown & Franklin, (51 miles.)

RECAPITULATION.

	MILES.	
Main Line—Buffalo to Chicago		541.54
Branches :—		
Ashtabula to Oil City, Pa	87.19	
Elyria, O., via Sandusky to Milbury	76.69	
Toledo to Detroit	64.74	
Toledo, via Air Line to Elkhart, Ind	130.70	
Adrian, Mich., to Monroe, Mich	33.60	
Adrian, Mich., to Jackson, Mich	46.00	
White Pigeon, Mich., to Grand Rapids, Mich	94.68	
Jonesville, Mich., to Lansing, Mich	60.00	
Dunkirk Junction	1.50	
		565.15
Total		1,135.69

It has 230.80 miles of double track, and 446.70 miles of switching, making in all 1,852.89 miles of single track. At the close of last year it had this road equipped with 495 locomotives, and 10,537 cars, of which 264 belonged to the passenger department, and 10,273 to the freight equipment.

TOLEDO, WABASH AND WESTERN RAILROAD.

The next grand enterprise in point of date, but not second to the above in importance to the city, was the building of a railroad from here to St. Louis, and which would bring to the city the teeming harvests of the fertile Wabash Valley and the boundless grain-fields of Sonthern Illinois. The importance of such a highway had been taught our people by the rich results that flowed from the construction of the Wabash and Erie Canal.

The project of constructing the road took definite form in the spring of 1853, when companies were incorporated in each of the States of Ohio, Indiana, and Illinois, to build such portions of the road as should lie within the respective States. The Ohio company styled itself the "Toledo and Illinois Company;" the Indiana company, the "Great Western Railroad Company." The prominent promoters of the railroad in this city were Hon. William Baker, Matthew Johnson, and Warren Colburn. These gentlemen were among the incorporators, and for a long time directors in the company. The last-named—Mr. Colburn—was the Chief Engineer of the road for many years.

The larger part of the capital needed for the construction of the road was furnished by Eastern parties, prominent among these being Mr. Azariah Boody, for a long time President of the road.

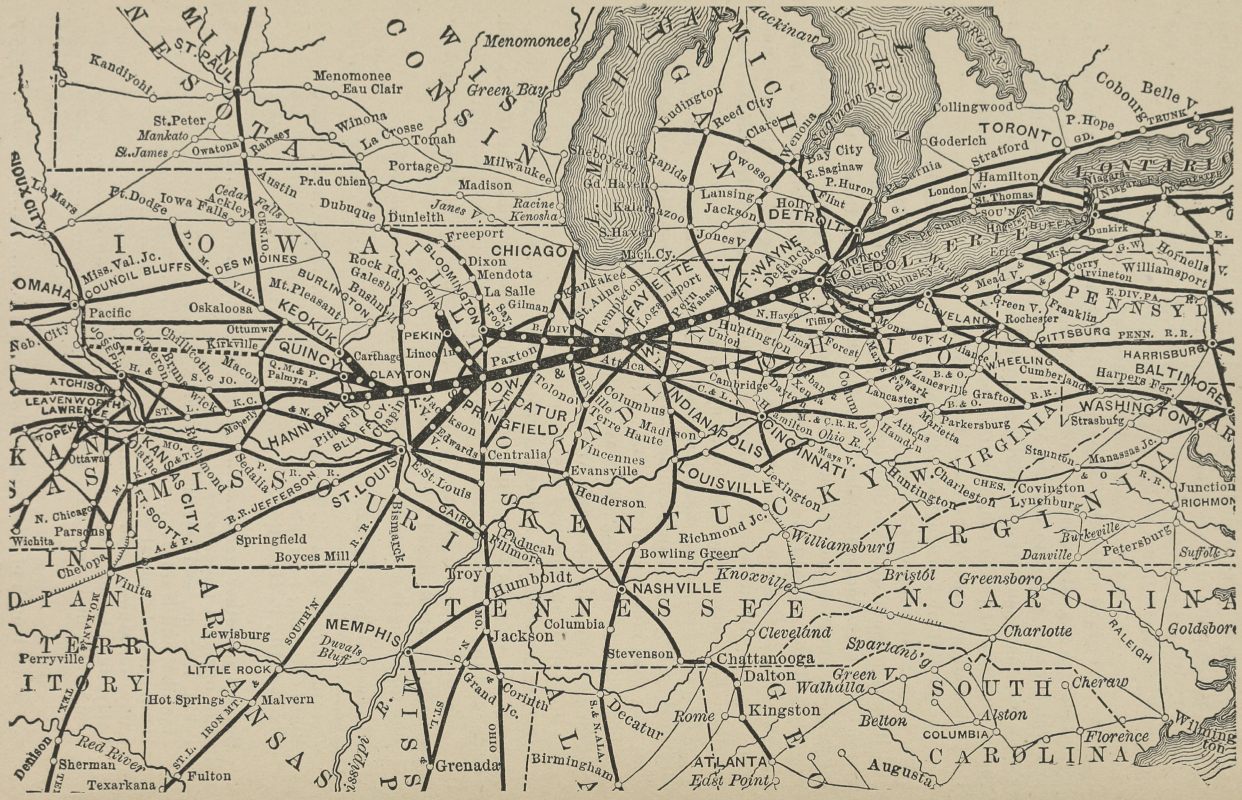
The work of building was pushed forward vigorously, and in 1855 the division between here and Fort Wayne was opened for business. The opening of the other divisions followed in the ensuing year.

In 1856 the Ohio and Indiana divisions were consolidated under one management. In 1865 the Illinois division was consolidated; also, the Quincy and Toledo, and the Illinois and Southern Iowa railroads, and the corporation took the name of the Toledo, Wabash, and Western Railroad. In 1870 the Decatur and East St. Louis Railroad was bought.

The following is a statement of the road and its branches now:

		MILES.
Main Line—Toledo to St. Louis		473.6
Branches—		
Decatur, Ill., to East St. Louis, Ill	108.5	
Bluffs City, Ill., to Naples, Ill	3.6	
Clayton, Ill., to Hamilton, Ill	41.5	
		153.6
Sidings and other tracks		60.5
Railroads operated under lease—		
Pekin, Lincoln, and Decatur	67.2	
Hannibal and Naples	52.0	
Hannibal and Central Missouri	70.2	
Lafayette, Muncie, and Bloomington	36.9	
Lafayette, Bloomington, and Mississippi	80.3	
Camp Point division, C. B., & O	22.0	
		328.6
Total length of lines operated		955.7

This road is one of the most powerful auxiliaries of our commercial prosperity. The country traversed by it has no superior, or possibly no equal, on



MAP OF THE TOLEDO, WABASH AND WESTERN RAILWAY.

the face of the globe. Over one-half of the corn raised in the great corn-growing State of Indiana is produced in the counties along the line of the road. Its branches pass through the great granary of the world in Southern and Central Illinois, and now it is reaching its long arms out across the State of Missouri, to gather in the overflowing fruitfulness of the Kansas prairies. Thrifty towns dot its course at close intervals, and afford an excellent market for our manufacturers' and jobbers' goods.

THE DAYTON AND MICHIGAN RAILROAD.

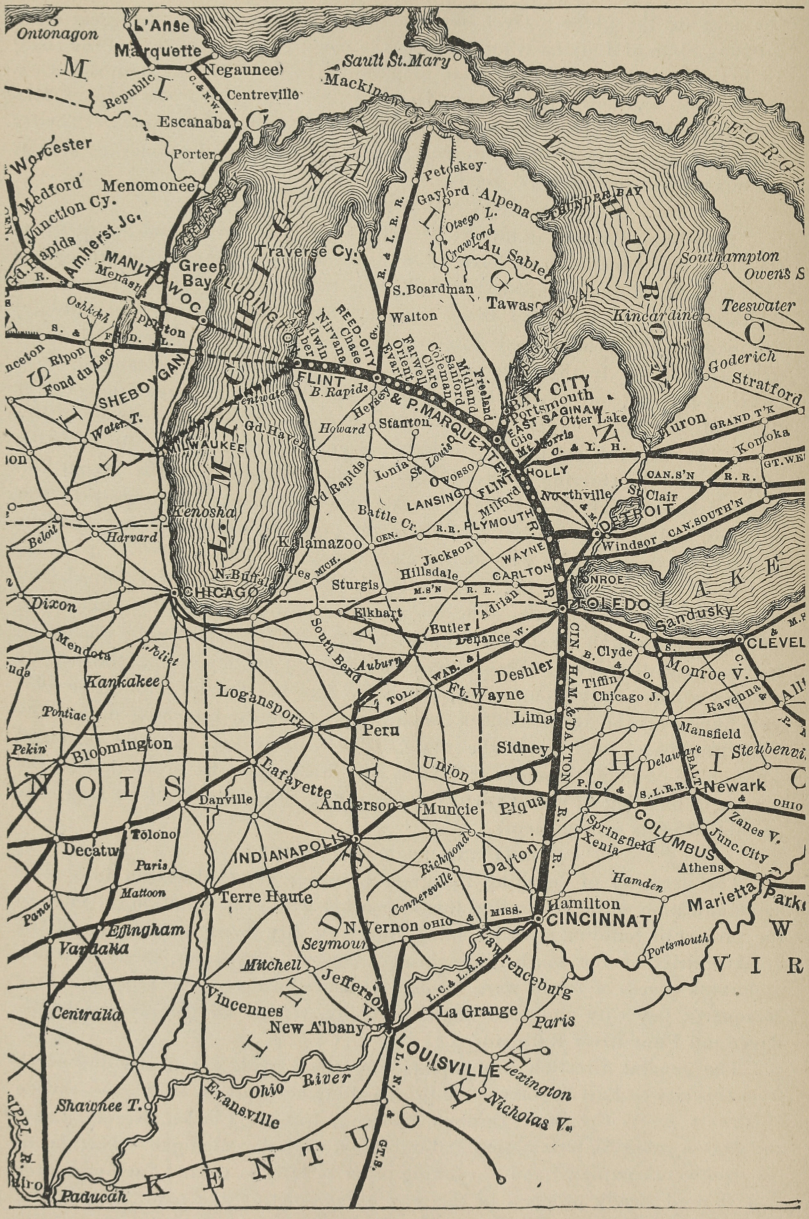
This road, though an important tributary to our city, sprang more out of the desire of Cincinnati to have close connection with the lumber regions of Michigan, than out of the desire of Toledo to extend her connections to the South through the unsettled Black Swamp. Still, Toledoans worked hard for the road; the city subscribed $50,000, and Port Lawrence township $10,000, to its assistance. In 1848 Cincinnati was in possession of a road extending north as far as Dayton, and was desirous of projecting the line of its operations up the Great Miami Valley to its head, and thence down the Maumee Valley to this city. This would bring her into close connection with a large extent of fertile country, and the thriving towns of Troy, Piqua, and Sidney in the Miami Valley, and Wapakonetta and Lima in the Maumee watershed. The enterprise was agitated, and subscriptions secured along the proposed route, and the construction pushed along until it was opened clear through in 1861.

It is now leased by the Cincinnati, Hamilton and Dayton Railroad, and the two are run as one road. The distance over it to Cincinnati is 200 miles, and it has proved an invaluable adjunct to the city's prosperity, by placing us within easy distance of the southern market, and by developing the heavily wooded country to the south of us, which has lost the terrible reputation that once hung over the dreaded Black Swamp, and is rapidly becoming one of the most productive regions of the State. The road is kept up and managed admirably. Among those of our citizens who labored for the promotion of the scheme of building it, was MATTHEW SHOEMAKER Esq., who was for a long time prominent in its management.

FLINT AND PERE MARQUETTE.

The necessity of bringing the great pine region of Michigan into close communication with this leading lumber market led to the agitation, in 1861, of the project of building a road leading from this city through the center of the great prairies of the southern peninsula. Several companies, each of which undertook pieces of roads, were formed, among which were the Flint and Pere Marquette, Bay City and East Saginaw, Holly, Wayne and Monroe, and Cass River and Flint River Railroads.

The general direction contemplated for these roads was nearly due north from this city to East Saginaw—the principal lumber mart of Michigan—thence northwest across the State, through Midland, Isabella, Clarke, Osceola, Lake, and Mason counties, terminating at Ludington, on Lake Michigan. Portions of the road were completed and in running order as early as 1862. Each year after that showed steady progress in the way of completing the road, until it was finally opened clear through, in 1873. All the separate organizations have been consolidated into one, which leaves the name of the Flint and Pere Marquette. From Monroe to this city it runs upon the track of the Lake Shore Railroad.



MAP OF THE FLINT AND PERE MARQUETTE RAILROAD.

CANADA SOUTHERN RAILWAY.

The project of connecting Toledo and Chicago with the East by way of the northern shore of Lake Erie took force in 1860, in the incorporation, in Illinois, of the Michigan Air Line Company, to construct a railroad from Chicago to the eastern line of the State. Two years later the certificate of the incorporation of the Chicago and Canada Southern Railway Company was filed with the Secretary of State for Indiana, the object of the company, as stated in the application, being to build a line of road across the State, from the west to the east line, beginning in Lake and ending in Steuben counties. These two companies were consolidated under the latter name, as was also the company formed in Ohio under the name of the "Northwestern Ohio," to build a road from the north line of Ohio, in Goehner township, Fulton county, to a point on the west line of Ohio, in Williams county, and this was followed by the absorption of the "Southeastern Michigan Railway Company," which was to build a road from the terminus of the Canada Southern Railway, at Detroit river, to this city, and to connect with the aforesaid roads.

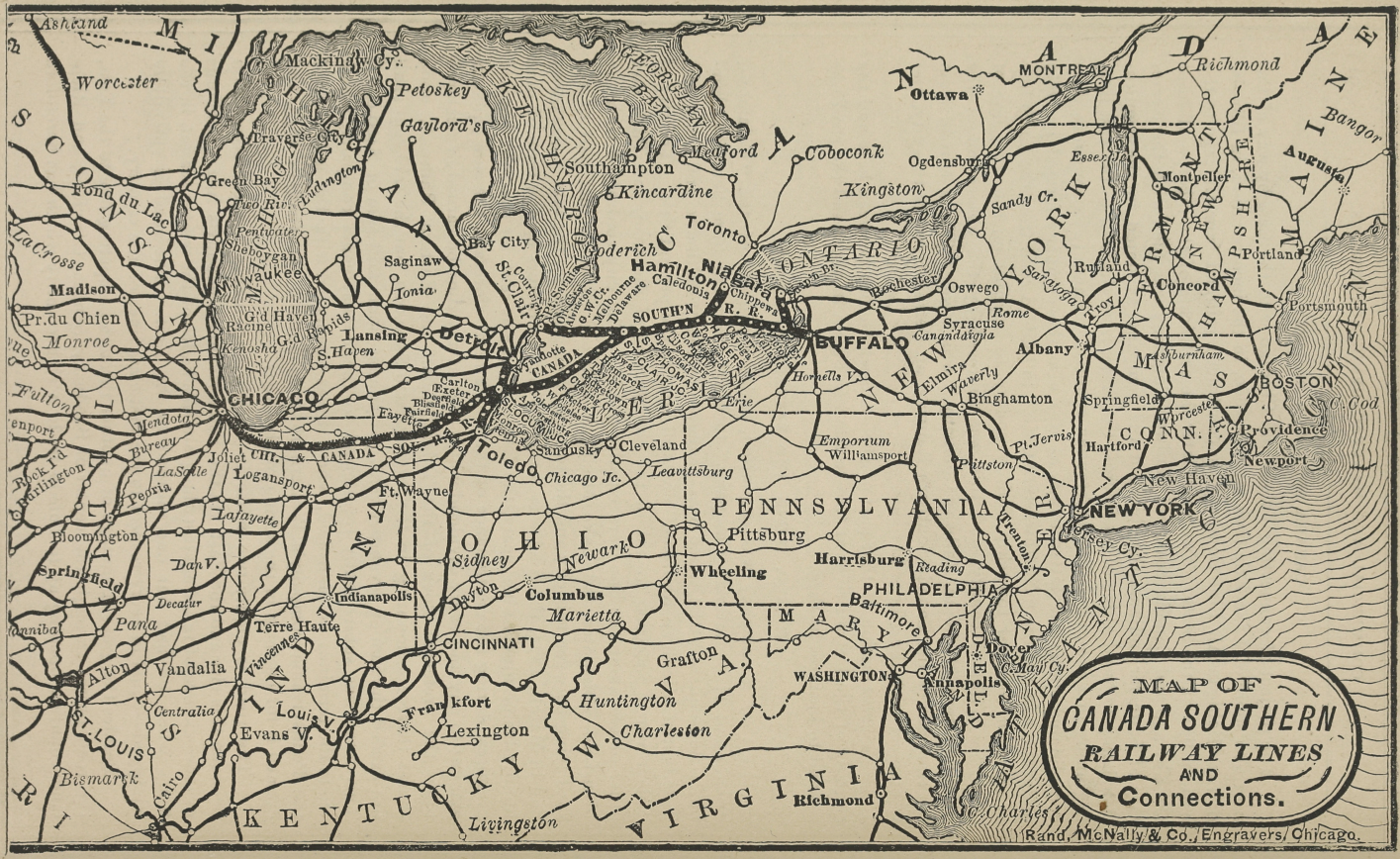
The construction of that part of the road which lies between here and the crossing of the Detroit river at Grosse Isle was begun in 1871, and the road was opened to business in 1874.

TOLEDO, TIFFIN AND EASTERN RAILROAD.

In 1867 a company was organized, under the name of the "Columbus, Toledo and Tiffin Railroad Company," to build a railroad from here to Columbus. Subsequently the name was changed to the "Baltimore and Ohio and Toledo and Michigan Railroad," and still later to the present title. The city of Toledo voted $400,000 to aid in the construction of the road, and Tiffin and other places along the line were equally liberal. The city contracted with the Mansfield, Coldwater and Lake Michigan Railroad to build that part of the road lying between this city and the town of Woodville, for the sum of $425,000, and in March, 1873, the road was leased to the contractors for the term of nine hundred and ninety-nine years, the lessees to pay as rent for the said demised premises, during the continuance of the whole term aforesaid, the sum equal in amount to any and every dividend which may at any time be earned or declared upon the preferred stock of the Toledo, Tiffin and Eastern Railroad, upon shares thereof amounting in the aggregate to $500,000, but the said rent shall not exceed the sum of seven per cent. per annum upon said sum of $400,000." This lease was subsequently transferred to the Pennsylvania company, which made the terminus at Mansfield, where it was connected with the main line of the Pennsylvania company's Western road, completed the road in 1873, and opened it for business in the spring of that year.

The road is eighty-two miles in length, and makes a short connection between this city and the East, via the Pennsylvania company's line. It affords us more chance of relief against the grain blockades of the winter season, in the times when we had but one railroad to the East. The road is splendidly equipped—equal in every respect to the first-class lines of the country.

Besides the great advantage of another through competing line to the East, the road passes through the center of Sandusky, Seneca, Crawford, and Richland counties, opening up to Toledo trade a rich country which has heretofore


MAP OF
CANADA SOUTHERN
RAILWAY LINES
AND
Connections.
Rand, McNally & Co., Engravers, Chicago.
CANADA SOUTHERN
CHICAGO
BUFFALO
DETROIT
TOLEDO
CLEVELAND
CINCINNATI
NEW YORK
BOSTON
PHILADELPHIA
WASHINGTON
Richmond
Pittsburg
Columbus
Indianapolis
St. Louis
Toronto
Hamilton
Niagara
Ottawa
MONTREAL
Richmond
Portland
Augusta
Bangor
Concord
Albany
Syracuse
Rochester
Oswego
Kingston
Ogdensburg
Coboconk
Medford
Southampton
Kincardine
Goderich
Bay City
Saginaw
Mackinaw Cy.
Petoskey
Gaylord's
Traverse City
Green Bay
Fond du Lac
Madison
La Crosse
Pr. du Chien
Monroe
Fulton
Peoria
Bloomington
Springfield
Alton
Vandalia
Terre Haute
Lafayette
Ft. Wayne
Sidney
Dayton
Marietta
Grafton
Huntington
Charleston
Lexington
Frankfort
Evans V.
Louisville
Livingston
Bismarck
Cairo
Centralia
Decatur
Pana
Joliet
Logansport
Bureau
Mendota
Sandusky
Chicago Jc.
Leavittsburg
Wheeling
Harrisburg
Reading
Baltimore
Annapolis
Dover
Cape May
Cape Charles
Jersey Cy.
Pittston
Pt. Jervis
Binghamton
Elmira
Waverly
Corning
Hornells V.
Erie
Emporium
Williamsport
Canandaigua
Rome
Sandy Cr.
Essex Jct.
Montpelier
Rutland
Troy
Saratoga
Lake George
Lake Champlain
Portsmouth
Springfield
Worcester
Providence
Newport
New Haven
Hartford
Conn. R.
Nashua
Manchester
Cape Cod
Ashland
Worcester
Huron
Michigan
Erie
Ontario
Lake Superior
Lake Michigan
Lake Huron
Lake Erie
Lake Ontario
Niagara R.
Detroit R.
St. Clair
Chippewa
Caledonia
Delaware
Melbourne
Ridgetown
Dunnville
Fairfield
Fayette
Bluffdale
Exeter
Carlton
Deerfield
Wyandotte
Monroe
Toledo
Sandusky
Cleveland
Erie
Buffalo
Niagara
Hamilton
Toronto
Goderich
Southampton
Kincardine
Bay City
Saginaw
Ionia
Lansing
Detroit
Chicago
Joliet
Logansport
Ft. Wayne
Sidney
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Vandalia
Springfield
Bloomington
Lafayette
Ft. Wayne
Peoria
Bureau
Mendota
Fulton
Monroe
Pr. du Chien
Madison
La Crosse
Fond du Lac
Green Bay
Two Rivers
Manitowoc
Sheboygan
Pentwater
Ludington
Traverse City
Petoskey
Mackinaw Cy.
Worcester
Ashland
Pana
Decatur
Vincennes
Wabash R.
Ohio R.
Mississippi R.
Missouri R.
Illinois R.
Kentucky
Virginia
Pennsylvania
New York
Maine
Vermont
New Hampshire
Massachusetts
Connecticut
Atlantic Ocean
Lake Michigan
Lake Superior
Lake Huron
Lake Erie
Lake Ontario
Lake George
Lake Champlain
Niagara R.
Detroit R.
St. Clair
Chippewa
Caledonia
Delaware
Melbourne
Ridgetown
Dunnville
Fairfield
Fayette
Bluffdale
Exeter
Carlton
Deerfield
Wyandotte
Monroe
Toledo
Sandusky
Cleveland
Erie
Buffalo
Niagara
Hamilton
Toronto
Goderich
Southampton
Kincardine
Bay City
Saginaw
Ionia
Lansing
Detroit
Chicago
Joliet
Logansport
Ft. Wayne
Sidney
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Worcester
Ashland
Pana
Decatur
Vincennes
Wabash R.
Ohio R.
Mississippi R.
Missouri R.
Illinois R.
Kentucky
Virginia
Pennsylvania
New York
Maine
Vermont
New Hampshire
Massachusetts
Connecticut
Atlantic Ocean

been closed against it by want of direct communication. The road also furnishes us much more direct connection with the coal-fields than we have ever before had, and has lowered the cost of procuring the best coal very much.

THE OHIO CENTRAL.

The evident importance of this city as a great coal depot for the supply of the country surrounding us, has led to a very general movement toward bringing us into the close connection with the immence coal fields of Central and Southeastern Ohio. Out of this sprung the project of building a railroad from here to Pomeroy, a distance of 235 miles, and passing through the town of Fostoria, Bucyrus, Mt. Gilead, Granville, New Lexington and Athens. The company was incorporated in 1869 under the name of the Atlantic & Lake Erie Railroad. It contemplated, at some future date, to extend the road through to Charleston, S. C. Liberal subscriptions have been secured all along the line of the roads and work has been driven ahead actively for two or three years. A portion of the road is in running condition, and it is expected that cars will be running over the whole route early in the coming season. The road enters the city on the north-east. A short time ago an order of the court was obtained, changing the name of the road to the Ohio Central. Mr. H. P. PLATT was one of the most efficient workers in this city in getting up the road.

THE COLUMBUS AND TOLEDO.

In 1872 a company was incorporated to build a road to connect this city with the capital of the State, and at that point with the Hocking Valley Road, which would give us another main artery from the coal regions. The route passes in nearly a direct line from here to Columbus, by easy grades, and through the counties of Lucas, Wood, Hancock, Hardin, Union and Franklin, opening up to our merchants and manufacturers a large strip of wealthy country, which has never before been directly accessible to them. Work was begun on the road last year, and it is expected that the cars will be running over the entire length next season. C. H. Coy, banker, of this city, and A, G. Clark, did very efficient service in promoting the enterprise, and were among the originators of the project.

THE TOLEDO AND MAUMEE NARROW GAUGE.

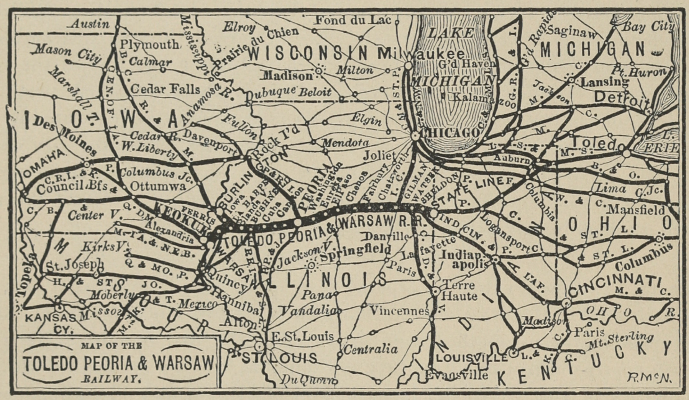
In 1873 a company was organized to build a railrond on the narrow gauge plan from this city to Maumee, a distance of eleven miles. Work was immediately begun, and in August, 1874 the road was finished, and running trains regularly. It was a success from the start, and its business is rapidly increasing. The road is equipped with two fine locomotives, an elegant passenger car, and several flat cars. The total cost of the building and equipment has been about $7,000 per mile. Mr. W. J. Wells, the President of the road, is entitled to most of the credit of the speedy and economical construction of the road and its management so as to make it a paying investment from the start—a phenomena of very unusual occurence in railroad building.

THE TOLEDO AND GRAND RAPIDS NARROW GAUGE.

The marked success of the Toledo & Maumee Narrow Gauge induced others to project similar enterprises. Among these is one which will be carried through this year in all probability—that of continuing the road from Maumee to Grand Rapids, in Wood County. The grading is now being done on this; ties and iron are ready, and the work is being pushed forward with vigor

OTHER NARROW GAUGES.

It seems altogether likely that the road will be continued on to Van Wert and the Indiana line, and there connect with two or three other narrow gauge railroads, which are being brought there from various points in Indiana and Illinois, to gain a connection with Toledo. The most important of these is called the Forty-first Parallel Railroad, and runs almost due west across Indiana and Illinois to the Mississippi River. The others have a south-western course. All seem in a fair way of being built, as the people along the routes are aroused on the subject, and have subscribed quite freely to the support of the projects.



TOLEDO, PEORIA AND WARSAW RAILWAY.

This great thoroughfare constitutes one of the most important routes for transportation and passenger travel in the whole West. It is composed of three divisions: Eastern, Western and Keokuk. The Eastern Division extends from Peoria to Logansport, thence to Toledo by the great Wabash route; the Western from Peoria to Burlington, Iowa; and the Keokuk Division from La Harpe to Warsaw and Keokuk. It has direct and advantageous connections with routes to Indianapolis, Cincinnati, Louisville, Chicago, and to all points East. It is now under the management of A. L. Hopkins, as Receiver, appointed by the United States District Court of the Northern District of Illinois. The track has received some very important and lasting improvements, and the rolling-stock of the road has been improved and increased. This road does an immense freight business, as its many long trains heavily loaded that pass this point clearly demonstrates, and its well-filled passenger coaches indicate a large passenger travel. The T. P. and W. Railway sustains great popularity in the West, and in all sections it traverses even the grangers never have had any complaints to enter against this road, but are among its warmest friends. To a Peorian you might as well assail Peoria herself, as to assail the T. P. and W. Railway, so great is its popularity. This route is equipped as follows: 45 engines, 13 passenger cars, 10 baggage and mail cars, 23 way cars, 1,200 box freight cars, 62 stock cars, 198 coal cars, and 1 wrecking car. The General officers are: A. L. Hopkins, Receiver; H. C. Townsend, General Passenger and Ticket Agent.

THE BALTIMORE AND OHIO RAILROAD. TOLEDO TO DEFIANCE BY THE GREAT WABASH ROUTE.

This grand trunk line binds together in commercial fraternity the Atlantic States and the great Northwest, and constitutes the best route to the East, and the only route via Washington City. It gives a most accommodating thoroughfare between Boston, New York, Philadelphia, Baltimore, Richmond, Washington, etc., through Pittsburgh, Columbus, Cincinnati, Indianapolis, Chicago, St. Louis, and all points West, Northwest, and Southwest. It operates a steel rail, double track, with Pullman palace cars. Magnificent scenery, supurb dining halls, Loughbridge air brakes, and all the modern improvements that render traveling pleasant, safe and comfortable, are to be found on this line. Coming west the evening express leaves Baltimore and Washington daily. Two changes are made during the trip, with parlor cars from Baltimore and Washington to Grafton, and Pullman cars from Grafton to Chicago. The "fast line" leaves Baltimore daily, with Pullman cars to Chicago without change. The "fast express" leaves Baltimore daily at 8:35 P. M., but comes no further than within six hours to Chicago. Three trains run from New York to St. Louis daily, the express leaving Baltimore with parlor cars for Grafton, Pullman cars from Grafton to Cincinnati. The "fast express" has Pullman cars from Baltimore and Washington to Cincinnati. Three trains also leave St. Louis daily for New York, one, the "fast line," leaving Cincinnati daily with Pullman cars, and no changes from Baltimore to Wrshington. Two trains are also run to Columbus, and three daily trains from Columbus to Washington and the East. The Baltimore and Ohio is the great trunk railroad connecting the East and the great West, which the traveling public cannot well ignore, and the enormous patronage it receives clearly demonstrates that it is well appreciated. Thomas P. Barry, Cincinnati, is the General Western Agent; L. M. Cole, General Ticket Agent; E. R. Dorsey, Assistant General Ticket Agent; D. Blinn, Agent, Toledo.

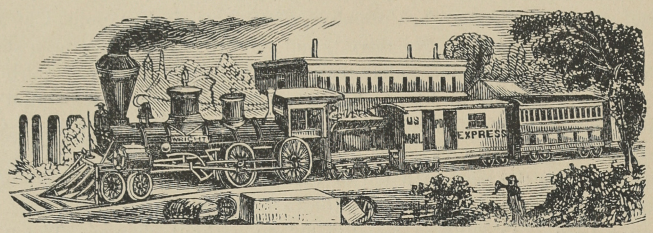
TOLEDO, PERU AND INDIANAPOLIS, INDIANAPOLIS, PERU AND CHICAGO SHORT-LINE RAILROAD.

This, with the great Wabash route, makes an air line from Toledo to Indianapolis and the South, and is the favorite route, and forms one of the most direct lines from Indianapolis to Chicago, or Ft. Wayne, Toledo, Detroit and the great lumber and salt regions of the Saginaw Valley. Running through a rich and populous country, and forming a connecting link between so many thrifty villages and cities whose demands for lumber and salt must ever be supplied largely from the Michigan pineries and salt works, renders to this road a guaranty of an annual revenue sufficient to make a handsome dividend to its owners independent of its passenger traffic. Being fully equipped with all the modern conveniences of railway travel, it becomes a formidable competitor for Chicago trade with any road from Indianapolis, and its local travel is surpassed by but few Western lines. The successful management of the road is due entirely to the Hon. David Macy, under whose administration as President and Superintendent the road has attained its present popularity and financial success.

IT IS A SIGNIFICANT FACT

That no road has been projected for the last ten years in this region, but has striven to make Toledo an objective point. With very few exceptions every new road, projected or constructed in Ohio, Michigan, Indiana, and to a great extent

in Illinois, has sought and provided for connection with Toledo. The result is that Toledo is now one of the greatest railroad centers in the United States; it has direct communication with every desirable point in every direction, and before the close of this year will have nearly air-line routes to every place of any importance in the great section of country lying north and west of the Ohio River.

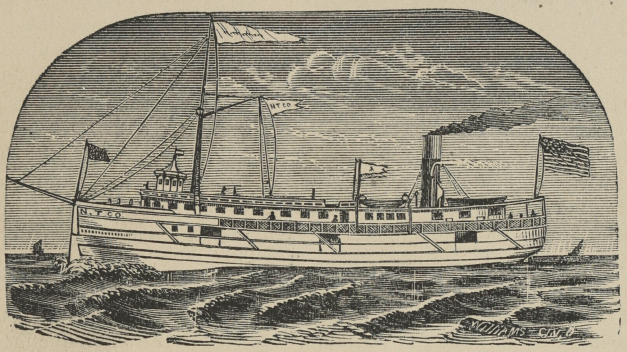


The history of the railroads has been given above consecutively, and somewhat in advance of their regular place, in order to show their order of building, as they are the best indices of the different stages of our municipal development. Each one of them is a landmark, indicating the progress of our city in commercial importance and material prosperity, and consequently of population. The first real impetus given the substantial development of the city followed the completion of the road to Adrian. This, however, was slight, compared with the grand forward impulse given by the completion of the Wabash Canal, in 1844, and the movement thus inaugurated received strong impulses and additional momentum at the completion of each line of railroad which opened up to our manufacturers greater extents of territory.

As the railroads extended, they brought more grain to this port for shipment; they compelled rapid increase in the number and capacity of the elevators, and drew hither larger fleets of vessels seeking loads. They added much country to be supplied with pine lumber, and made this the principal discharging port of the lumber-carrying Saginaw schooners; they brought coal here cheaply, and enhanced our importance as a supply depot for fuel for Southern Michigan and Northern Indiana; but, most of all, they opened up wider markets for our merchants and manufacturers; they increased, from year to year, this city's facilities as a distributing point, and attracted to it energetic business men who desired to place themselves and their goods in close communication with the greatest number of customers. The city thrived apace—steadily, uniformly, and surely.

The first time that Uncle Sam's officials, who were going up and down the land numbering the people, made any report of Toledo was in 1840, when there were 1,232 inhabitants here. When they came around again, in 1850, they were surprised to find more than double that number, or 3,829. The next ten years quadrupled the figures and placed them at 13,738. In 1870 these were more than doubled, and 31,384 people were making the wheels of business hum along the banks of the Maumee at this point. Last year's directory contained over 15,000 names, which, at the usual rate of counting—4½ persons for each name—would give us over 60,000 people inside our corporate limits, and people are not over sanguine who expect that the 1880 census will state Toledo's population in six figures.

THE PORT OF TOLEDO.



Advantages of Cheap Transportation for Grain, Raw Material and Manufactured Articles, and Canal, River and Lake Navigation—Put-in-Bay—Kelley's Island —Middle Bass—Grosse Isle, etc.—How the famous Watering Places of Lake Erie may be reached.

During the first decade after the first permanent settlement in this section of the country there was considerable speculation as to the best locality for the building up of a great city. In addition to the many advantages the country possessed, it was clearly seen that without utilizing the river and bay, which led to the great chain of lakes, the efforts to build up a great commercial and manufacturing city would be fruitless. In making their selections the company at first decided upon the site where Maumee, or South Toledo, now stands, thinking that as that was the head of navigation it would be the most desirable location. After considerable deliberation it was decided to make that the city, and the work of building it up was commenced. Soon after it was discovered that their project was an impossibility, as an immense bar of sand and rock was entirely across the river just below Maumee and Miami, rendering navigation impracticable, as vessels of any size would be unable to come to their warehouses and wharves to load and unload. Then to obviate this difficulty, the settlers went down the river with the supposition that they could find there a natural channel close to the banks, which would enable them to make use of the largest kind of vessels. Accordingly the village of Manhattan sprang up, warehouses were built and the construction of docks commenced. But here they were again doomed to dissapointment. They had located upon the west side of the river. For four miles along the banks of the incipient town, were long ridges of sand extending out into the river from fifty to seven hundred feet. Nothing daunted the brave men began piling these banks, and at various places along the river at Manhattan can yet be seen the remains of what were to have been the docks. This project of building docks from the warehouses to the channel was found to be no inconsiderable undertaking, causing as it did an immense outlay of money, and affording when completed but poor facilities for the transaction of business,

the distance to be traversed necessitating an unprofitable expense of time and money, and it was finally abandoned. Fully convinced that the Maumee river afforded advantages to the growth of the city, which could not be overlooked, the pioneers did not give up after the comparative failure of their first two efforts. Their third selection worked the charm. They came to the conclusion that, as there were rocks and shoals way up the river, and sandbars near the bay, there must be a place between the two extremes, where neither of these disadvantages existed. In determining the exact locality, the settlers of Toledo found that midway between Maumee and Manhattan there was a favorable site, near the place where Swan Creek empties into the Maumee river. Investigation disclosed the fact that there the channel was on the west side of the river, and there were no bars nor rocks to obstruct them from receiving and sending out large vessels. Accordingly the town was laid out here, and from an humble beginning it has spread out, grown up and increased in a manner that has excited the wonder and admiration of the whole country; and this prosperity has been mainly due, as was foreseen by these early settlers, to Toledo's excellent harbor, which affords her such unparalleled facilities for shipping the products of the grain regions of the south-west, and the lumber growing and iron producting districts of the north-west. Although Toledo possesses railroad facilities equaled by few cities, without her harbor she would not occupy the place she does in relation to other great grain centers of the world. As it is, grain comes by rail from the teeming farms of Illinois, Indiana, Michigan and Ohio, to Toledo. Here it is loaded on vessels and taken to England, either directiy, as has been done, without a second handling of the grain after it leaves the port, or by shipping to Montreal and there transferring it to the outward bound vessels.

Thanks to this same foresight of the founders of the second grain mart of the world, Toledo's situation in regard to navigation is particularly fortunate. At the western extremity of Lake Erie, in a direct line from the seaport, and in direct communication with Buffalo, Ogdensburg, Montreal and Quebec, greater advantages are offered shippers than by any other port. She is preferable to Chicago for the reason that there is an immense saving in time and money in the handling of grain and other commodities which constitute the traffic of the lakes. Take for instance, Chicago. Grain can be sent from the farms in Michigan, Illinois and Indiana to Toledo as cheaply, and oftentimes cheaper, than it can to Chicago, and from here it is shipped directly East, thus saving an elipsis of more than six hundred miles, which would have to be traversed had the grain been sent to Chicago and there shipped to the seaboard.

The original formation of the Maumee River and Bay is such, that there is a good channel from the docks to the Lake. That is, there is a good channel for vessels of light burthen. But in order to make the most of the natural advantages, it became necessary to improve, to a certain extent, the old channel, and of this work, which has been slowly going on since the summer of 1869, it will perhaps be well to make more than passing mention. For the past ten years some our prominent business men, realizing the importance of having the channel in the very best possible condition, so that large vessels could easily enter and leave the port, have been trying to call the attention of Congress to the matter, and thus secure an appropriation for improving the Harbor of Toledo. In 1872 they so far succeeded that a Board of Engineer Officers was sent here to

make investigations. The Board, after examining the entire matter very carefully, reported, as a result of their investigations, that an appropriation of $450,000 would be sufficient to complete the channel from Presque Isle to Turtle Light, a distance of six miles, making the width 180 feet and the depth fifteen feet, which with an improved system of lighting, would leave the channel in a first-rate condition. The Board also recommended that the appropriations be made in two installments, $225,000 each. Congress took the matter up, but instead of granting the $250,000, absolutely needed to benefit as soon as possible the rapidly increasing commerce of Toledo, only appropriated that year $15,000. With this money, work was again resumed, but the amount of work done was very small, as the appropriation was not large enough to allow any very extensive operations to be carried on. The channel, formerly, was quite tortuous, winding about in such a manner that it took an expert pilot to bring a vessel in during the night, while in the day time it was a hazardous undertaking for one who was not perfectly familiar with all the bearings. At night, entering Toledo and leaving Turtle Light on the port side, and steering south, a short sweep has to be passed without any guiding light; then steering west southwest on a two mile reach, a sweep, known as the Black Can Sweep, has to be rounded without a light, thence to Toledo, guided by the respective range lights on shore. This channel was less than a 100 feet wide, and was only deep enough to allow vessels drawing eight and nine feet of water, to pass. The channel, then almost entirely without buoys or lights. had to be closely followed, for on either side the water was only six to eight feet deep. The sweeps or elbows were no wider, and it was next to impossible for two tows to pass at these points. The result was, vessels were continually running aground, and oftentimes had to remain in that predicament for two and three days, which had a very detrimental effect on the increase of commerce. In 1873 the appropriation amounted to $100,000, and the work was carried on swimmingly. In the year following, but $75,000 was appropriated, and the work which had started out so favorably, languished and was not so great as had been desired. This last year, 1875, although the appropriation was no larger than the one of the preceding year, made the best showing of any, During the year, commencing in April and closing in October, six dredges, under the general direction of the engineer officer in charge, Col. C. E. Blunt, were kept almost constantly at work, and as the dredging received close attention from Col Blunt, who has manifested a great interest in the improvements in the harbor here, more was accomplished than at any other one time since the improvements began, over 360,000 cubic yards of sand and clay having been excavated and removed. That this result is a most satisfactory season's work will be seen when it is known that by the excavation of these 360,000 cubic yards of earth, the channel has been improved in the most dangerous place for five miles, widened to 180, and in some places to 200 feet, and deepened to 14 feet. The sweeps or elbows, connecting the reaches have received especial attention, and have been so widened that two tows can pass or round each other with perfect safety, a feat which was heretofore scarcely ever attempted. A year or two ago it was a frequent occurrence for vessels to go aground off these sweeps and remain hard on for twenty-four and thirty-six hours. During all this season there has been only one vessel aground, and that was a large propeller which was on a few hours very early in the season. So it

will be seen that already the benefits of a good channel and harbor are beginning to be felt, and if sufficient interest can be awakened now to cause Congress to grant an appropriation sufficiently large to finish the improvements needed, an inestimable good will be done to commerce on the whole chain of lakes, and Toledo and other lake grain centres will profit by the expenditures.

One great hindrance to navigation, prior to this last year, was the insufficiency of lights to denote the channel. And this was a serious drawback. As it was, a vessel finished loading at dark, and not daring to trust to actual knowledge of the channel, was obliged to defer departure until the following morning, thus losing twelve hours of valuable time. This want at last awoke some of the parties interested, to the realization of their loss, and by dint of hard working, they brought the matter to the notice of the Department at Washington, and after making due examination, the Department caused a set of lights to be placed at the most needed points along the course, as follows: At the first sweep south of Turtle Island, where the light house stands, four lights were exhibited. They were placed in such a manner, that by keeping them in range the channel could be easily known. This enabled vessels to pass each other at that point in the night. Another light was exhibited at the Black Can sweep, which is the most important point along the line, and another one is placed at the inner elbow. These lights were only temporary, being placed upon clusters of spiles, but the benefit derived from them was so incalculable, that it is the desire of all parties interested to have permanent cribs built at these points and permanent lights established there. Indeed, so much importance is attached to the securing of these lights continually, that some of our most prominent business men are earnestly working to have the matter brought before Congress at the present session, and there is every prospect of success. A year or two ago some one suggested the erection of day beacons at the Red and Black Can sweeps, for the purpose of denoting the channel. This idea was pushed along, and its originators succeeded in getting an appropriation of $14,000 for the construction of these day beacons. After the appropriation had been granted, it was discovered that the day beacons would be utterly useless during the day, and would be a serious obstruction in the night. Consequently the beacons were never built and the $14,000 was never expended. It is now proposed, and those interested are working to have the act granting the appropriation continued, and that an additional sum be added to it, and with the whole amount establish permanent cribs in the manner spoken of above. When this is done, and the little dredging needed is completed, Toledo will have the finest harbor on the chain of lakes.

THE PORT.

Having given in a brief manner the history of our harbor, together with a look into the future, it will now be well, perhaps, to direct attention to the Port of Toledo. Toledo is a Port of Entry, and the only one in the District of Miami, having a custom house, bonded ware-house, and all the facilities for carrying on an importing and exporting trade. The Custom House is in the United States building, on the corner of Madison and St. Clair streets, and is presided over by Gen. J. W. Fuller, Receiver of Customs. Mr. Alfred Wilken is Deputy Collector, and is assisted by Messrs. Wm. H. Dustin and Henry C. Roemer, Mr. Chas. P. Barnum being the night Collector.

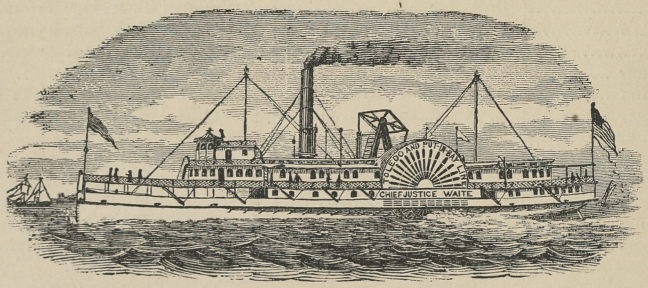
The books in the Custom House show that there are the following vessels in the Merchant Marine owned in this District:

Class.	Name of Vessel.	Tonnage.	Principal Owners.
Steamer	Chief Justice Waite	571.10	Toledo, L. E. & I. S. C.
Steamer	D. P. Spear	45.40	Geo. McNelly.
Tug	A. Andrews, Jr.	34.85	Frank Sayen.
Tug	B. W. Rice	11.61	Ewing.
Tug	Belle	6.13	O. J. Baisher.
Tug	Cal. Davis	24.89	J. Navarre.
Tug	Farragut	14.25	J. Navarre.
Tug	G. R. Wilson	21.49	Wm. Richardson.
Tug	G. R. Hand	21.25	A. E. Robinson.
Tug	J. H. Stevens	11.12	Albert Fitts.
Tug	Jas. Barr	14.90	Albert Fitts.
Tug	Lawrence	9.17	H. A. Stock.
Tug	Rose	5.74	S. Terry.
Tug	Syracuse	10.61	J. Page.
Tug	Thompson Bros	10.71	Wm. J. Wilcox.
Tug	Wm. E. Rooney	11.49	Wm. J. Wilcox.
Tug	Wave	8.99	J. W. Mullinix.
Propeller	Mary Pringle	204.66	Smith, Kelley & Co.
Propeller	Nellie Booth	21.08	Banfield & Co.
Propeller	P. H Brickhead	568.86	T. & Sag. Trans. Co.
Propeller	Tempest	412.15	T. & Sag. Trans. Co.
Propeller	V. H. Ketcham	1660.49	T. & Sag. Trans. Co.
Barge	Dayton	462.92	T. & Sag. Trans. Co.
Barge	Venice	217.67	Thomas, W. & W.
Barge	Transport	203.05	Thomas, W. & W.
Barge	J. H. Magruder	136.71	Thomas, W. & W.
Barge	Troy	486.82	T. & Sag. Trans. Co.
Barge	Katie Brainerd	412.98	T. & Sag. Trans. Co.
Barge	A. Gebhardt	354.08	T. & Sag. Trans. Co.
Schooner	B. Crowell	16.14	A. D. Howell.
Schooner	C. B. Benson	298.72	Andrews, N. & D.
Schooner	E. R. Williams	293.64	E. R. Williams & Co.
Schooner	E. Bates	233.87	J. H. Parks.
Schooner	Fred. L. Wells	79.81	E. Winchester.
Schooner	Geo. W. Davis	298.54	Williams, H. & S.
Schooner	H. W. Hoag	280.92	H. D. Walbridge.
Schooner	J. W. Kelsey	946.00	H. J. Mixer.
Schooner	J. Wesley	302.28	Draper & Parsons.
Schooner	J. E. Bailey	195.65	H. Lutz.
Schooner	L. Casey	291.83	Carrington & Co.
Schooner	Miami Belle	268.63	H. D. Walbridge.
Schooner	M. J. Wilcox	369.02	John Miner.
Schooner	Maria	12.65	D. Lewis.
Schooner	Minnie	7.50	Davis Bros.
Schooner	Maize	268.87	Carrington & Co.
Schooner	Maumee Valley	204.26	F. R. Miller.
Schooner	Nomad	21.68	Davis Bros.
Schooner	Red Cloud	17.43	J. Crowell.
Schooner	St. Peter	298.97	Skidmore & Co.
Schooner	S. D. Hungerford	267.38	Carrington & Co.
Schooner	Telegraph	225.11	J. & M. Enright.
Schooner	Wabash	315.44	Curtis, B. & Co.
Schooner	Wm. Hunter	124.00	E. Doville.

CLASS.	NAME OF VESSEL.	TONNAGE.	PRINCIPAL OWNERS.
Barque	H. Bissell	496.86	J. H. Bissell.
Scow	Adian	62.26	J. L. Stalker.
Scow	Clara Bell	14.96	P. M. Deneil.
Scow	Canadian	16.54	F. Avery.
Scow	D. Kelley	47.68	J. Wohlleb.
Scow	Evergreen	48.71	O. A. Howland.
Scow	Eureka	28.71	H. McGrath.
*Scow	Emilie	38.89	Geo. W. King.
Scow	E. K. Kane	65.89	M. F. Doty.
Scow	Forest Maid	21.72	L. Viller.
Scow	Hugh Coyne	29.94	Harlow.
Scow	H. C. Thatcher	47.09	McCort.
Scow	Jessie	18.02	U. McWain.
Scow	J. M. Spaulding	71.72	D. King.
Scow	J. H. Davis	32.74	R. Rice.
Scow	M. Birckhead	156.92	J. D. Skilling.
Scow	Mary Ann	38.06	T. McCready.
Scow	M. Margaret	58.05	H. Ackerman.
Scow	Mona's Isle	45.66	R. W. McLaughlin.
Scow	Rough & Ready	69.16	D. Monroe.
Scow	Senator	69.80	E. Winchester.
Scow	St. Joseph	77.73	L. Higgins.
Scow	St. Joseph, No. 2	5.67	J. Fitts.
Scow	Wm. Vannetta	159.87	D. Miller.
Scow	Zouave	28.01	C. Mahoney.

Total, 78; aggregate tonnage, 12,256.27.

* Lost at sea.



The steamer *Chief Justice Waite*, one of the most elegant passenger steamers in the entire chain of lakes, is owned by the Toledo, Lake Erie and Island Steamboat Company, of which the following is a list of officers:

President—J. B. Monroe Vice President—L. Wachenheimer.

Treasurer—H. C. Coy. Secretary—Chas. West.

Directors—J. B. Monroe, L. Wachenheimer, C. H. Coy, C. West, B. G. Sweet, A. Hunker, Sr., and F. Gradolph.

The *Waite* was built for the company during the fall of 1873 and spring of '74, at Trenton, Michigan, by the celebrated Turner Bros., who are among the best ship carpenters in this section of the country. The keel was laid on the

14th of June, 1873. On the 23d of April, 1874, she was all finished. At two o'clock in the afternoon in the presence of a large number of spectators from Toledo, Detroit and Trenton she was launched. She was then fitted out at Trenton, and on the 28th of May she made her trial trip from Trenton to Toledo, making the distance in a remarkably short time. Three days later she made her first trip to the Islands, the route she has been on ever since. Her dimensions are: Length, 202 feet; width, 49 feet; depth of hold, 11½ feet. Her wheel is 26 feet in diameter and is a model of strength and lightness. Her engine is low pressure, has 40⅜ inch bore, 10 feet long and 9 feet shelf. The general arrangement of the *Waite* is very fine, all of her appointments being of the most perfect kind. Her after-cabin is a spacious, well-lighted room, 132 feet long, 26 feet wide and 14 feet high. It is lighted by large French-plate windows, 20x31 in size, and over head there is a trunk sky-light 117 feet long and 13 feet wide. She cost nearly $75,000. The officers of the *Waite* are Captain Edward McNelly, Clerk F. M. Kelly and Engineer Peter Weiss. Capt. McNelly is one of the most skillful pilots on the lakes, and as master of the boat has been universally praised for his care and general courtesy. He is a warm-hearted, whole-souled, genial gentleman, and the thousands of people who have traveled between Toledo and the Islands speak in terms of highest praise at his never-failing uniform kindness and attention to their wants. Clerk Kelley is a model. He is polite and affable, and discharges all the duties of his office in the most satisfactory manner possible.

The tugs enumerated above are all engaged, with one or two exceptions, on the river here, towing vessels and dredges. Most of them are in the Tug Association of which Capt. T. M. Huntley, an old and experienced navigator, is Superintendent and Treasurer. The barges are in the lumber trade between the pineries of Michigan and Toledo, and they annually bring to this port 50 to 60 million feet of lumber. The schooners are engaged in transporting grain to the lake shipping ports in the east, and carrying such freight as is generally shipped by lake.

In order to show the business done at this port, below is presented a brief resume of the arrivals and clearances of vessels during the season of 1875. There were several causes which operated to make the exhibit of this year compare unfavorably with that of 1874. One of these was the lateness of the opening of navigation. The ice was in the river fully three weeks longer this spring than it was in 1874, and when once the ice was fairly out of the river and bay it was a considerable time before navigation was fairly opened. Then the lake freights started out very badly, being so low that not a few vessels were prevented from going into commission until late in the season, when there was some prospect of better times. Seamen's wages were very low, and it was difficult to get crews, which caused more delay. All these causes operating together made the season backward, and not so favorable as the preceding one.

ARRIVALS AND CLEARANCES.

The following is a statement of the foreign vessels which arrived and cleared during the season:

ARRIVED.			CLEARED.		
Month.	*No.*	*Tonnage.*	*Month.*	*No.*	*Tonnage.*
May.....	25	6,059	May.....	23	6,592

June	25	8,006	June	23	7,718
July	21	7,032	July	24	7,780
August	21	6,418	August	19	5,712
September	22	6,173	September	24	6,667
October	13	2,996	October	8	1,703
November	5	953	November	5	953

The following shows the arrivals and clearances of American vessels from and to foreign countries:

ARRIVED.			CLEARED.		
Month.	*No.*	*Tonnage.*	*Month.*	*No.*	*Tonnage.*
April	3	78	April	3	82
May	8	630	May	5	340
June	13	602	June	10	592
July	9	501	July	7	673
August	3	624	August	3	559
September	5	157	September	6	555
October	4	208	October	3	225
November	3	345	November		

The following shows the coastwise arrivals and clearances:

ARRIVED.			CLEARED.		
Month.	*No.*	*Tonnage.*	*Month.*	*No.*	*Tonnage.*
April	43	11,943	April	57	12,728
May	219	52,913	May	208	49,174
June	202	53,025	June	220	57,419
July	236	74,965	July	242	75,869
August	205	58,544	August	209	59,180
September	178	51,399	September	182	58,980
October	166	48,240	October	178	44,923
November	185	50,077	November	145	39,809
December	2	680	December	2	680

RECAPITULATION.

	No.	*Tonnage.*
Foreign vessels from foreign ports	132	37,664
Foreign vessels to foreign ports	126	37,325
American vessels from foreign ports	48	3,155
American vessels to foreign ports	37	2,754
Coastwise arrivals	1,436	401,586
Coastwise clearances	1,443	393,892
Total	3,222	876,342
Total 1874	4,356	1,077,614
Decrease	1,134	201,272

In addition to the report made above, it must be known that there is a fleet of 181 canal boats, with an aggregate tonnage of 7,952 tons, which are not mentioned in the foregoing. Were the arrivals and clearances—with the tonnage—of these canal boats included in the statement of coastwise arrivals and clearances, the totals for this year would more nearly equal those of last, when the canal boats were embodied in the report.

THE NEW PALACE STEAMER,

Chief Justice Waite.

Captain, E. McNelly. **Clerk, F. M. Kelley.**

Will leave Toledo every morning at 8 o'clock, arriving at Put-in-Bay at 11:30. Returning, leaves Put-in-Bay at 3 P. M., arriving at Toledo at 6:30 P. M.
On Sundays leaves Toledo at 9 A. M., Put-in-Bay at 4 P. M.

PUT-IN-BAY, GROSSE ISLE AND THE ISLANDS.

There are lying at the head of Lake Erie, no less than nineteen islands of picturesque beauty, and their surroundings unsurpassed in the world, while the scenery thereupon abounds with vineyards, and much else of novel interest to the pleasure-seeker, the most important of which may be mentioned as the well-known and attractive "Cave," located at Put-in-Bay. The names of the above islands are "Kelley's," "Johnson's," "Starve," "Ballast," "Middle," "Middle Bass," "North Bass," "Gibraltar," "Rattlesnake," "Green," "Sugar," "Hen-and-Chickens," "Mouse," "Point-Au-Pellee," "East Sister," "West Sister," "Gull," "North Arbor," and "Put-in-Bay." Kelley's Island is the largest of the group, and most beautifully has the whole been quite recently illustrated by maps, by the proprietors of the steamer Jay Cooke, of which mention will be made further along. Point-Au-Pellee is the most northern most of the group, lying opposite of a point of same name on the Canada shore, while Kelley's is the most southernmost, and the last touched at by steamers *en route* to Sandusky City, and is distant from Buffalo 240 miles, and about 10 miles from the former city. The Hen-and-Chickens, East Sister, North Harbor and Middle Sister, lie to the westward of Point-Au-Pellee, and northwest to the others above mentioned. Mouse island lies in what is known as the South Passage. Gull, Middle Island, Ballast, Middle Bass, North Bass, Sugar, Green and Rattlesnake, are located in the Middle Passage of the lake. Put-in-Bay has been made historic from its being the headquarters of "Perry's fleet," prior and after the great naval battle during the war of 1812, and possesses one of the most secure harbors on the whole chain of lakes. On September 10th, 1813, the memorable conflict took place in these waters, and a desperate battle followed. The fleet, bearing the red cross of England, consisting of six vessels, carrying 64 guns, under command of Commodore Barclay, and those of the United States under Commodore Perry, met, resulting as was afterward made known in the following dispatch, written at 4 P. M. of that day:

"DEAR GENERAL: We have met the enemy and they are ours. Two ships, two brigs, one schooner and one sloop.

O. H. PERRY.

General William Jones."

Not one of the above group of islands but possesses some historic incident, which, if correctly written up, would add greatly to the many events which have occurred in this portion of Lake Erie. Numerous shipwrecks, either from fire or storm, have taken place on some one of the islands, or waters adjacent, and not a few noble vessels, with many lives and valuable cargoes, lie buried beneath this plain.

The business on the route between Detroit and Sandusky, communicating with Put-in-Bay, was first inaugurated in 1846, and the first steamer thus plying, the Fashion, Capt. R. G. Evans, making

occasional calls, and only by particular request of passengers desirous of visiting the "Cave," and its surroundings. The Fashion did not remain long on the route, and not until again in 1848 was it regularly resumed. During the latter part of that season the steamer Arrow (new) commanded by Captain S. F. Atwood, took the route, which was kept up until the season of 1851, Put-in-Bay, meanwhile, not being regularly called at. There were but few settlers at this juncture on either Kelley's or Put-in-Bay island, though at about this period began the cultivation of the grape and the promotion of vineyards. The steamer Bay City, commanded also by Captain Atwood, took the place of the Arrow, and continued on the route until 1857. Captain J. M. Lundy, assumed the command of the Bay City in 1853, having purchased Captain A.'s interest. The late John S. Patten, of Detroit, was for several years purser on the Bay City. In 1857 Captain J. W. Keeth assumed command of the Bay City, followed in 1858 and '59 by Captain John Edwards, now of the steamer Pearl, plying between Cleveland and the Lake Erie islands. The latter gentleman took command of the I. Whitney, the Bay City, under Captain Davis, withdrawing during the season. In 1861 the Whitney passed under the command of Captain Atwood, and continued thus during the season of 1862.

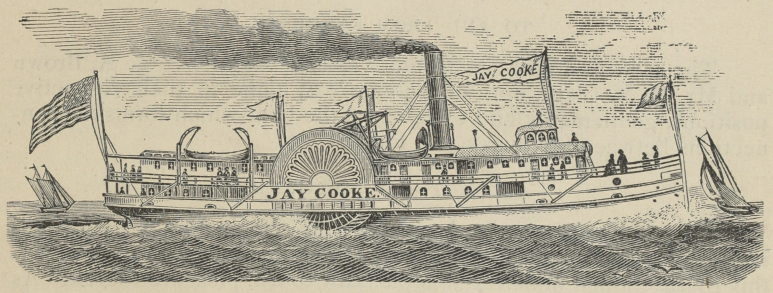
The steamer Philo Parsons, commanded by Captain Atwood, came on in 1863, and proving so well adapted, was purchased by Captain A. and Walter O. Ashley, Esq., and continued plying during 1864–5 and a part of 1866, commanded in 1865 by Captain John Varner, of Cleveland, and in 1866, or a portion thereof, by Captain Henry Fall. In July, 1866, the steamer City of Sandusky (new) was introduced to the route, commanded by Captain J. Lawler, but was supplanted by the Island Queen, Captain Allen Kirby, in 1867, continuing during the season of 1868 and a part of 1869, when she was removed to give place to the since famed Jay Cooke, which came on about the middle of the season.

Since the commencement the management of this route have maintained steamers meeting the requirements of the business, and in failure thereof others have immediately been supplied, and on no other route have more gentlemanly and attentive officers been found, while scarce an accident has occurred, if we may except one instance.

THE JAY COOKE.

This steamer was put upon the Detroit, Put-in-Bay and Sandusky route in 1868, and not in 1869 as has been written up by journalists. She was built and is owned by J. P. Clark & Co., and when going on the route was entirely new, both in hull and machinery. On her trial trip she gave evidence of extraordinary speed, running no less than eighteen miles in one hour. In size she comes within the medium; in model and finish she is not eclipsed on fresh water. Capt. John Edwards, a gentleman and sailor of strict habits, first pulled the bells, and honorably maintained that position the two following seasons, when he, at his own request, retired.

In 1871 Capt. L. B. Goldsmith took command of the Cooke, whose reputation, as a steamboat master, from an early period (having sailed some of the finest floating palaces ever produced on the lakes), is of the first class, it needs no extended praise on our part to fully confirm. Capt. G. is at home in all weathers, and a voyage once taken under his protection, with Mr. Titus as mate, and Mr. McFall as clerk, is sure to be repeated. An entertaining,



not to say interesting, feature in the equipments of this fine steamer is the "Glee Club," who occupy various positions on board, and, while *en route* on the voyage, entertain passengers with their melodious voices and sweet music. Messrs. Ashley & Witchley, the resident agents of the "Cooke," at Detroit, are ever on the alert, and do all in their power to please all and offend none. With many regrets we part with the "Cooke" and transport our readers to other important communications with Put-in-Bay, looking

TOLEDO—WARD,

And the fine steamer, "Chief Justice Waite," also entitled to the most favorable mention in connection with the travel, which, of late years, has been on the rapid increase between Toledo and the islands, making close connections with the other routes plying thereto. The "Chief Justice" is owned by an association of gentlemen, of whom J. B. Monroe is President, C. West, Secretary, and C. H. Coy, Esq., Treasurer. She is a new boat and was built expressly for the route, making her debut in 1874, under the command of that highly respectable and life-long navigator, Capt. Geo. W. Orr, who, through physical infirmities, not long afterward retired in favor of his chief officer, Capt. E. McNelley, who has since very worthily filled that position. The "Waite" is 571 tons burthen, and equal to any and all weather with which she may have to contend. Her equipments and accommodations are all that could be wished for; her officers obliging and attentive, among whom is Mr. Alex. Couture, who has charge of the cabins, and thoroughly alive to his duties. Mr. Henry Root, 1st mate, a practical sailor Mr. F. M. Kelley, fills the important post of clerk, and is well experienced, courteous and affable. Mr. Jacob Weis, engineer, is cautious and careful, and ever on the alert in the

discharge of his duties, while Mrs. M. Walker performs, lady-like, the position of stewardess. The route from Toledo down the Maumee, via Turtle Island, and thus onward past the West Sister Island to Put-in-Bay, is of the most charming and picturesque character—the dotted islands on the one hand and the shore of "New Jerusalem" and other places of more or less importance, springing up on the other, renders the voyage to and from enjoyable in the extreme.

TO AND FROM SANDUSKY.

The swift and reliable steamer Gazelle, Capt. George A. Brown and Mr. E. N. Clark, both of whom are at home in their respective positions, gentlemanly and obliging, is the boat which forms the connections between Sandusky and Put-in-Bay.

ATTRACTIONS EASTWARD.

Sixty-five miles to the eastward from Put-in-Bay, Cleveland is reached by the steamer Pearl, the longest distance connected with this route, though none the less pleasant to the pleasure tourist. As in the case of the Jay Cooke, the Pearl is owned and was built by J. P. Clark, Esq., at his extensive dry docks, near Detroit. She came on this route in July, 1875, entirely new, both in hull and machinery, and registers 552 tons. She is a side-wheel, of excellent finish and accommodations—besides possessing all the requisites of a first-class steamer. Capt. John Edwards, formerly of the Cooke, commands this fine steamer, Mr. Wm. Travers, 1st officer, Mr. Thos. Stoddard, engineer, and Mr. A. S. Clark, clerk. It is sufficient to say that all these appointments are first-class, therefore further comment is unnecessary.

GROSSE ISLE.

HISTORY OF ITS SETTLEMENT—ONE OF THE PLEASANTEST OF SUMMER RESORTS—THE ISLAND AND ITS PRODUCTS.

In 1721 DeCharlevoix sailed through the chain of western lakes and rivers, gathering materials for his history of New France. Delighted with Lake Erie, his enthusiasm knew no bounds when he reached the Detroit river and the lovely group of islands which, in bold bluffs or green mounds, rise from its surface.

"I sail," he says, "with a serene sky, in a most charming climate, and in water as clear as that of the purest fountain. The islands seem placed on purpose for the pleasure of the prospect. The land is of wonderful fertility, and the rivers and lakes abound in fish. Nature seems to have denied it nothing which can make a country attractive. There are meadows, fields, lofty forests, rivers, all so happily blended as to equal the most romantic wishes."

But though the early voyagers frequently mentioned their beauty, and though Father Marquette is said to have stopped here and planted orchards of pear and apple seeds, sent out from France, the islands were long left in possession of their forest owners, and it was not until 1776 that William Macomb bought of the Indians the largest of the group, known as La Grosse Isle.

THE FIRST SETTLERS.

William Macomb and his descendants—his daughter having married General Rucker—were, with a few others, among them several French families, for many years sole occupants of the island, their English hospitality and French gaiety combining to render it one of the most popular of resorts. Fifty, forty, and thirty years ago the belles and beaux of Detroit could find no more charming amusement than a moonlight drive, down the frozen river, to a warm supper and merry dance in one of the low-roofed, wide-chimnied, dormer-windowed, mansions of Grosse Isle. Where all were equally hospitable, chief promoter of gaiety was the genial Governor Tom Lewis, and the late Archibald Alexander, the memory of whose practical jokes, and still more practical kindness, will long be cherished by the islanders and all who ever knew him. He was one of the very first settlers on the island, where, coming from New Jersey, he built his log cabin and established his simple home in 1834. This old cabin was like hundreds of others in the early years of the country, with its low beams overhead and its great wide fire-places; and it stood only some twenty feet from the present site of the Alexander House.

DESCRIPTIVE.

This island is nine miles in length and two in breadth, containing six thousand acres of fertile land. It lies at the mouth of the Detroit river, two miles from Lake Erie, and twenty from Lake St. Clair. A channel half a mile wide separates it from the American shore, while between it and Canada flows a river two miles in width, broken, however, in part of its course by a small island.

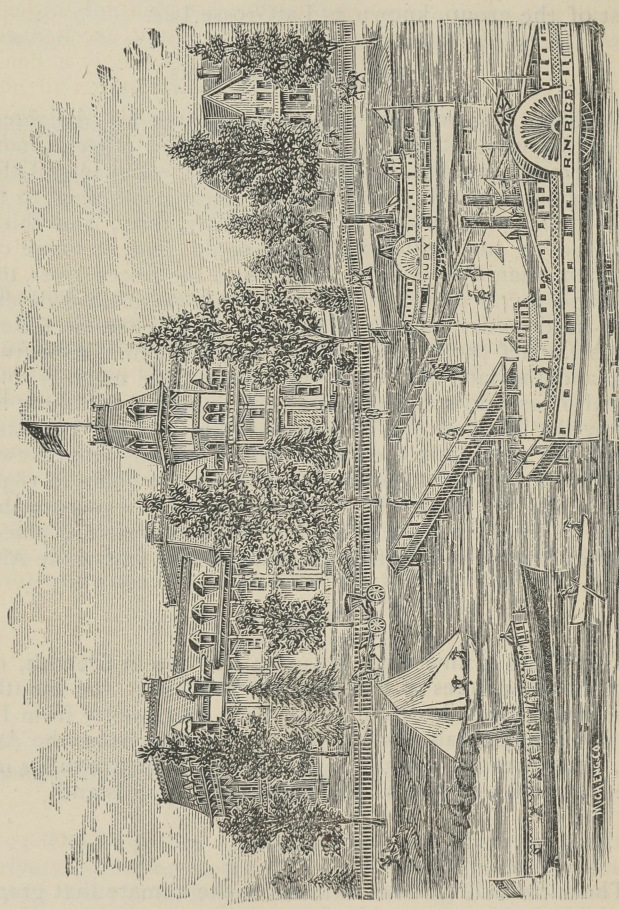
PRODUCTS.

The surrounding water so modifies the climate that grapes yield a most profitable crop. Mr. Lyon has an extensive vineyard of Delawares, Ionias and Concords, to which he has recently largely added by purchasing the adjoining vineyard of Mr. H. N. Walker. Apples, pears, quinces, cherries, and all the small fruits grow here in great perfection. Peaches and plums are not doing so well, though of the former Mr. S. H. Stanton has an extensive orchard. Several gentlemen, among them Mr. Ives, Judge Douglass, and A. M. Alexander, are owners of fine cattle, a specialty being the Alderneys. Very good mutton is also produced.

RESIDENCES.

Among the handsomest houses are those of K. C. Barker and A. Dudgeon, while for beauty and extent the lawns of Hon. S. T. Douglass, Edward Lyon, and G. W. Alexander, carry off the palm.

ALEXANDER HOUSE
GROSSE ISLE, MICHIGAN.



GEORGE W ALEXANDER, Proprietor.

THE ALEXANDER HOUSE.

This elegant resort, known as the "New Hotel," has, for the past two seasons, been in full blast under the courteous and gentlemanly management of Mr. Alexander himself. To state that it more than meets with the expectations of the traveling public, would be but rendering feint praise, and although not so loudly trumpeted as many others, its accommodations and general arrangements throughout are second to none other of the same dimensions in the land. "Mine

host," in his position as landlord, as when upon the Dove, carries out the same graceful and elegant deportment to all with whom he meets. Truly it may be said "the scenery hereabout is the most delightful on the continent." In front of the hotel is a lawn between it and the shore one thousand feet in length, well shaded by trees and shrubs. At nearly all parts of the island wild game are plentiful in their season, and the sport or enjoyment in fishing is not excelled elsewhere. Fleets of mammoth steamers and vessels pass hourly in considerable numbers, while nearly every passenger steamer, from all points, call here when so required. Croquet games are introduced on the most improved style. The house was completed in 1874, with rooms all large and thoroughly ventilated, the furnishings of the first-class, and every room supplied with electric communication. There is a large hall for hops, and music.

One of the most important things in connection with a resort like Mr. Alexander's—next to the natural beauty of the place and the fine location and appointments of his house—and one of the first things asked about, is, "What sort of living do they have? As very pertinent to this question, and as a thing calculated to satisfy the curiosity of persons who are seeking some acquaintance with its good points, we give the dinner bill of fare, such as may be found on the tables in the days of midsummer:

DINNER BILL OF FARE.

SUNDAY, JULY 23.

SOUP.

Macaroni, Royal,
Semotina, a la Pisane.

BOILED.

Corned Beef,
Williams' Sugar Cured Hams,
Leg of Mutton, Caper Sauce,
Beef Tongue,
Chicken, Parsley Sauce.

COLD DISHES.

Corned Beef, Beef Tongue,
Ham.

RELISHES.

Worcestershire Sauce,
Halford's Leicestershire Sauce,
London Mustard,
Pickled Cucumbers,
Tomato Catsup,
Cheese,
French Mustard.

PASTRY.

Lemon Pie, Apple Pie,
Whortleberry Pie,
Cream Pie, Cocoanut Pie,
Pound Pudding, Cream Sauce,
Orange Marangue.

FISH.

Trout, a la Beaufort.

ROAST.

Ribs of Beef, Veal, Loin of Beef,
Loin of Mutton, Chicken, Stuffed.
Spring Lamb,
Turkey, Gibtal Sauce.

ENTREES.

Croquettes of Fowl and Mushrooms,
Fricasseed Chicken,
Mutton Cutlets with Purie Emdives.

VEGETABLES.

Boiled Potatoes,
Mashed Potatoes,
String Beans, Green Peas,
Boiled Rice,
Stewed Tomatoes,
Beets, Cabbage,
Corn, Squash.

DESSERT.

Ice Cream, Lady Fingers,
Cocoanut Cake, Chocolate Cake,
Jelly Cake, Pecan Nuts,
Almonds, Figs,
Loose Muscatel Raisins, Lemon Jelly,
Coffee, Green Tea.

In possession of all these advantages and surroundings, we predict for the "Alexander" a continued liberal patronage and a prosperous future.

The islanders are not without amusements of their own. Among these have been the regattas of the International Sail Boat Club, which, for two seasons, have had its headquarters here. Mr. Biddle's parlors and Mr. Lyons' grape-house, converted for the nonce into theatre and opera house, have witnessed many a roaring farce and standard drama. An epilogue written for one of these plays, by a distinguished gentleman of Detroit, thus compliments Grosse Isle. The railroad bridge at that time being a mooted question, the last two lines were received with rapturous applause:

"We like the island and we like the people,
We like the little church without a steeple;
Also the Dove, like that of Noah's ark,
Which, sent out in the morning is always home by dark.
We view this Lyon Opera House with pride,
Which draws the people from the other side—
From Trenton, from Detroit, and Wyandotte,
And e'en from Malden, where a Queen they've got;
They all are drawn to this most charming spot.
A more attractive Isle than this we never saw,
And spite of all injunctions of the law
We're confident the railroad bridge itself will *draw*."

Mr. Alexander's ten-pin alley and billiard hall are also popular places of resort.

A beautiful steamer called the Ruby, Capt. Hackett, has taken the place of the Dove, and plies regularly between Detroit and the island and Amherstburg.

The Ruby is not large, but is only the more charming for that, and better answers the purpose for which she is placed on this line. Her length of keel is 140 feet, and her breadth of beam 24 feet. She has a crew of nine men, with an efficient commander in Mr. Hackett; clerk, J. McCaul; mate, G. B. Hackett; chief engineer, J. C. King. Her ordinary speed is 12 miles an hour.

RUNNING TIME OF THE RUBY.

The following is the running time of the Ruby on this route: She leaves Amherstburg at 6:45 A. M.; Grosse Isle at 7:15 A. M.; Wyandotte at 7:30 A. M., and arrives at Detroit at 9 A. M.

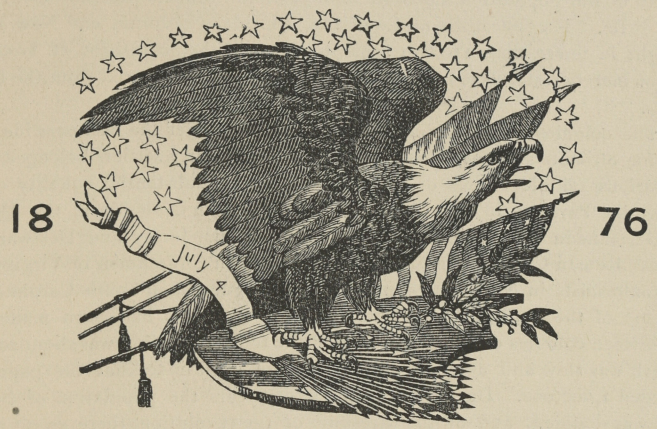
Returning, she leaves Detroit at 9:40 A. M.; Wyandotte at 10:50 A. M.; Grosse Island at 11:15 A. M.; and reaches Amherstburg at 11:45 A. M.

Again, she leaves Amherstburg at 1:15 P. M.; Grosse Isle at 2:15 P. M.; Wyandotte at 2:30 P. M.; arriving at Detroit at 4 P. M.

Returning on her afternoon trip, she leaves Detroit at 5 P. M., and reaches Wyandotte at 6 P. M.; Grosse Isle at 6:15 P. M., reaching Amherstburg at 7 P. M.

The little Ruby is indispensable on this line, where there is so much travel daily, and her pleasant arrangement and very gentlemanly officers, have made her a great favorite.

THE CENTURY'S GROWTH.



Last Day of the First Century of the Republic — Development Without Parallel — Increase in Population and Area — Progress in Agricultural and Manufacturing Industries — Internal Improvements — Banking — Schools.

The first century of the United States closed to-day. It has been a century of development without parallel in history. The population has increased from 2,750,000 to 44,675,000. The area has extended from 800,000 to 3,604,844 square miles. The development of agriculture under the pressure of immigration and the stimulus of mechanical invention has taken gigantic strides. The marvelous development of mineral resources has not been the work of a century but of fifty years. There was not a single bank in the colonies in 1776; there are over 6,000 now. Internal improvements and the common school system have kept pace with immigration. On the threshold of the new century, a review of the national progess is worthy of careful study.

POPULATION.

At the outbreak of the Revolution the Continental Congress ascertained approximately the population of the thirteen colonies, in order that the burdens of the war might not fall too heavily upon any section. The total population was estimated at 2,250,000, exclusive of 500,000 slaves at the South. In 1870 the nation which the representatives of these colonies founded was the fifth of the great empires of the world in respect to population, and it is now undoubtedly the fourth. The Chinese Empire in 1870 had 477,500,000 inhabitants; the British Empire, 174,200,000; the Russian Empire, 76,500,000; the German Empire, 40,200,000; the United States, 38,558,371. The average increase in the aggregate population since 1870, and in the 15 States in which a census has

been taken is 16 per cent., and at the same rate of increase the total population in 1875 would be 44,675,000, while that of the German Empire, according to the recent census, is 42,757,812. During 60 years (1800–60) the population of the United States increased 593 per cent.; that of England and Wales 121 per cent., and that of France 37 per cent. The great factor of the marvellous growth of our population has been immigration. Annexation has contributed very little. The purchase of Louisiana, Florida, California and New Mexico brought in fewer than 150,000 inhabitants, and the acquisition of Texas and Oregon merely restored to citizenship those who had emigrated from the United States.

The colonies were founded in a religious age under the best possible condition for ultimate self government. Nearly all the early settlers belonged to the industrious middle classes of the Old World. A substantial equality existed among the Puritans in New England, the Dutch in New York, the Quakers and Germans in Pennsylvania, the Swedes in New Jersey and Delaware, the English Roman Catholics in Maryland, the English Churchmen in Virginia, the Nonconformists in North Carolina, and the Huguenots in South Carolina. At the time of the English Revolution in 1688 settlements had been made in all the thirteen colonies except Georgia, and the total population was about 200,000. Growth was slow and unequal, and it was not until 1750 that the population exceeded 1,000,000. During the next twenty years the population of the colonies was doubled, and on the threshold of the revolution there swept a great current of immigration from Germany and Ireland into Pennsylvania, New York and the Carolinas. The first census of the United States was taken in 1790. The result chilled the overwrought enthusiasm of Mr. Jefferson, and he took pains to caution his correspondents at foreign courts against accepting the figures, inasmuch as they fell short of what he thought was the truth. The population was 3,929,214, including 757,208 slaves. From 1790 to 1820 about 234,000 immigrants arrived. A great wave of immigration then swept across the Atlantic.

At the outset America was regarded as a refuge for oppressed labor. The immigrants were accustomed to the simplest forms of labor, and were ready to build canals, and subsequently railroads. The development of manufactures in New England changed the aspect of immigration, and foreigners came to regard the United States as a market for skilled labor. The cheap lands offered under the Homestead bill attracted an immense number of industrious farmers. During 12 years an area greater than that of New England was occupied and tilled by 275,000 families under the operation of this act. Inter-State migration has been from the first a popular instinct. There was a constant movement from the half-settled States to the unsettled territory, and those who were left behind manufactured for those who were on the frontiers. From 1845 to 1854 there was a great exodus from Ireland and Germany. After the famine of 1846, immigration from Ireland more than doubled, reaching its maximum in 1851. During this period nearly 1,500,000 Irishmen landed in Castle Garden. German immigration reached its highest point in 1854. After the years 1837, 1857 and 1873, there was a most remarkable decline in immigration, a commercial revulsion acting as a wet blanket. The total number of immigrants from 1820 to 1873 was 8,808,141, of whom 2,907,565 were from Ireland, and 2,663,437 from Ger-

many. About 60 per cent. (after deducting women and children) were in the prime of life; 46 per cent. were trained to various pursuits, and 10 per cent. were traders.

Nearly 10,000,000 of our population are foreigners, or the descendants of foreigners. It has been estimated that, if the fusion of elements were complete, of 100 drops of American blood 25 would be Anglo-Saxon, 27 German, 2 Dutch or Scandinavian, 30½ Celtic, 3 Romanic, and 12½ uncertain. The white, red, black and yellow races are all represented. In 1870 the ratio of the colored to the whole population was 14½ to 100. The rate of increase of the colored race during the decade was far beyond that of the whole population. From 1853 to 1874, a small immigration has come from China. The total number of Chinamen who arrived during that period was 144,328. The total number of Indians in the United States in 1870 was 383,712, of whom 96,366 were on government reservations. As regards sex, the population of the United States is nearly equally divided. The doctrine of the comparative sterility of the native white population has been quite generally accepted on both sides of the Atlantic, but Dr. Edward Jarvis has recently demonstrated that it is a fallacy based on statistical blunders.

In 1790 one-thirtieth of the population was in cities, and there were only six towns whose population exceeded 8,000. In 1870 one-fifth of the population was municipal, and there were 372 incorporated cities. The growth of some of these cities has been marvelous. In ten years the population of Jersey City increased 179.7 per cent.; of San Francisco, 163.2, and of Chicago, 173.7. During the colonial period the principal occupations were husbandry, lumbering, trading, hunting and fishing. One-third of the labor of the country was employed in timber-cutting. According to the last census nearly 6,000,000 are engaged in agricultural pursuits, 1,200,000 in trade and transportation, 2,700,000 in manufacturing and mining, and 2,600,000 in professional life; and there are 43,000 clergymen, 40,000 lawyers, 62,000 physicians, 126,822 teachers, 2,000 actors, 5,200 journalists, 1,000,000 laborers, and 975,000 domestic servants. Alexander Hamilton's dream of the diversity of human industry in the New World has come to pass.

AREA.

The territory nominally occupied by the colonies that united in the Declaration of Independence extended from the seaboard to the Mississippi and the great lakes, and exceeded 800,000 square miles. The aggregate area covered by population in 1790 was 239,935 square miles. The main line of settlements ran 1,000 miles along the coast from the mouth of the Penobscot to the Altamaha, with an average extent inland of from 100 to 25 miles. A few pioneers had made their homes in the Ohio Valley; there were two or three patches of settlement in Kentucky; there was a village in Indiana and another in Michigan; and there were bands of adventurous spirits as far west as Illinois. The Louisiana Purchase in 1803, supplemented by the Oregon treaty of 1846, added 1,171,931 square miles to the national domain; the Spanish cession in 1819 embraced 59,268 square miles; the annexation of Texas in 1845, the treaty of Guadalupe Hidalgo in 1848, and the Gadsden Purchase in 1853, brought in 967,451 square miles; and finally Mr. Seward's Alaska investment involved the acquisition of 500,000 square miles. The total area is now 3,603,844 square miles, or 1,942,000,-

000 acres, one-half of which are public lands. In surface extent three nations surpass the United States—the British, Chinese, and Russian empires. The arable land under cultivation is less than one-tenth of the total area.

AGRICULTURE.

The early colonists were of necessity experimental farmers. Experience was the only hand-book of agriculture that could teach them the adaptability of crops to the new conditions of climate and soil, and for a century they busied themselves in compiling and editing this practical manual. At the outbreak of the Revolution, however, attempts to raise cotton in the Connecticut Valley, or cinnamon in the Carolinas, had been abandoned; farmers were well versed in the arts of agriculture, and were the largest, the most industrious, and the most prosperous class in the community. Nearly all the Revolutionary leaders were farmers. In a letter written four days before his death, Washington reminded his manager of the exhausted state of his farm, and urged the importance of a rotation of the crops. While Washington was anticipating the application of science to agriculture, Jefferson was at work upon a new plow, which he hoped might prove more useful than the clumsy "bar share" then in use. Science and labor-saving machines—the whole progress of agriculture during the century—is contained in those words. When Sir Humphrey Davy was experimenting with bones, turnips, gypsum, and even guano, land was so cheap in America that it was more economical for a farmer to go West and make a new clearing than to attempt to restore by artificial means the fertility of an exhausted farm. One of the Southern States is now expending $10,000,000 annually in the purchase of fertilizers, and the number of scientific farmers who have studied the laws of production and the principles of farm drainage is increasing rapidly. But agriculture has derived far more from the genius of American invention than from science. The farmer of 1776 went to the village blacksmith when he needed a plow, and many of his tools were made in his own woodshed. To-day the manufacture of farm implements is one of the leading industries of the nation, the production of 2,000 establishments amounting to $50,000,000 in 1870. The century opened with an imperfect drilling machine; it closes with the steam plow and an annual average of 1,200 patents relating to agriculture. Labor-saving machinery and immigration have gone hand in hand in the development of the West.

At the close of the Revolution the production of cotton in the South scarcely exceeded 100 bales. The invention of the cotton gin made it the great staple of the South; the production increasing with marvellous rapidity until it reached its maximum in 1870—over 5,000,000 bales. With this exception there are few important crops in the field to-day that were not cultivated a century ago. In 1870 the production of the six cereals—corn, wheat, rye, barley, oats and buckwheat—was 1,287,299,153 bushels. This is an allowance of 33 bushels for every inhabitant, or 25 bushels more than the average man requires annually. The total value of the farm, garden, orchard and forest products (including livestock slaughtered) was $2,974,781,059, or $80 for each inhabitant. The aggregate area of the farms was 407,735,041 acres, or about 21 per cent. of the surface of the country. The cash value of these farms was $9,262,803,861; farm implements, $336,878,429; live stock, $1,525,276,475.

In a letter written to William Strickland in 1797, Washington complained that the farms in the Old Dominion were too large. "We attempt much," he wrote, "and do it ill. A half, or third, or even a fourth of what we mangle, well wrought and properly dressed, would produce more than the whole under our system of management." About the same time Washington went to seen an improved threshing machine, and gave his impressions of the model in a letter to Governor Henry Lee, in this wise: "The model brought over by the English farmers may be a good one, but the utility of it among careless Negroes and ignorant overseers will depend absolutely upon the simplicity of the construction; for if there is anything complex in the machinery it will be no longer in use than a mushroom is in existence. I have seen so much of the beginning and ending of new inventions, that I have almost resolved to go in the old way treading until I get settled again at home and can attend myself to the management of one." The tendency of the threshing machine was to enlarge the farm. This summer there are 300,000 reaping machines in motion. But while the countless labor-saving appliances which have been introduced during the past century have given the agricultural industry of the nation enormous dimensions, the land is superficially cultivated, and exhaustion follows as inevitably as it did in Washington's day. The rural population is fast decreasing in New England, for farming is not as remunerative as it was 20 years ago. In Ohio the yield of wheat is 15 bushels to the acre, where it was 30 bushels 50 years ago. But at the present rate of progress it will be 250 years before the Great West is crowded with settlers and scientific farming is rendered a national necessity.

MANUFACTURING.

In the letter to Lafayette, written in January, 1789, Washington gives a brief account of American manufacturers. "Certain it is," he writes, "that no diminuation in agriculture has taken place at the time when greater and more substantial improvements in manufactures were making than were ever before known in America. In Pennsylvania they have attended particularly to the fabrication of cotton cloths, hats, and all articles in leather. In Massachusetts they are establishing factories of duck, cordage, glass and several other extensive and useful branches. The number of shoes made in one town and nails in another is incredible. In that State and Connecticut are also factories of superfine and other broadcloths. I have been writing to our friend, General Knox, this day, to procure me home-spun broadcloth of the Hartford fabric to make a suit of clothes for myself. I hope it will not be a great while before it will be unfashionable for a gentleman to appear in any other dress. Indeed, we have already been too long subject to British prejudices. I use no porter or cheese in my family but such as is made in America. Both these articles may now be purchased of an excellent quality."

The Virginians attempted to manufacture silk and iron soon after the settlement of Jamestown, and eight years after the landing of the Pilgrims there was a water-mill at Dorchester. Manufacturing was an American instinct. The early colonists had been born on a shopkeeping island, and they naturally wanted to make and sell their own wares. At the close of the eighteenth century Boston and Philadelphia were small manufacturing centers, woolen cloth, paper, iron, glass and leather being the principal products. At the opening of the

Revolution a strong impulse was imparted to manufacturing, inasmuch as the colonies were cut off from Great Britain and compelled to rely upon themselves. The disordered state of the finances at the close of the war caused a reaction, but when Washington wrote to Lafayette manufactures were flourishing. There were 53 paper-mills near Philadelphia, New England linen was selling in the Carolinas, Lynn was making shoes hand over hand, Ipswich was turning out silk lace and finery. Lancaster had oil and hemp mills, and in the Providence plantations the Baptist traders were building new factories. Tench Cox, Assistant Treasurer, under Mr. Hamilton, estimated that the value of the manufactures of the United States in 1790 was more than $20,000,000.

In the following year Hamilton presented his report on American manufactures, in which he enumerated as regular trades, skins and leather, glue, flax and hemp, iron, iron and steel implements, bricks and pottery, starch and hair powder, brass and copper manufactures, including andirons and philosophical apparatus, tinware, carriages, refined sugars, oils, soaps, candles, hats, gunpowder, chocolate, silk shoes, "women's stuffs," snuff, chewing tobacco and lampblack. Cotton is not mentioned in this schedule, although the first cotton-mill had been standing four years at Beverly, and Samuel Slater, the English apprentice, had introduced from memory the Arkwright system of mill-spinning. The cotton gin and the factory system combined to build up this great industry in New England. The era of steam opened and American mechanical skill enabled the manufacturing interests to keep pace with emigration and the development of the West.

In 1870 there were 252,148 manufacturing establishments in the United States, with a capital of $2,118,208,769. The raw material consumed was worth $2,488,427,242; the value of the products was $4,232,325,442; the wages amounted to $775,584,343; and the profit realized was $1,743,898,200, or 45.25 for every inhabitant. The leading industries are leather, lumber, cotton, wool, paper, clothing, flour and meat, pig and bar iron, agricultural implements, carriages and wafions, sugar refining and tobacco. The iron industry in 1870 was second to that of Great Britain. Leather is now the principal industry of New England. In the departments of the dressing and tanning of skins, the manufacture of boots and shoes, saddlery, harness, etc., the capital invested is nearly $134,000,000, and the annual product, exclusive of the value of the material used, is $163,000,000. The center of the manufacturing industry of the country is New York City, whose products exceeded $332,000,000 in value when the last national census was taken. Philadelphia ranks second, and St. Louis third.

COMMERCE.

Three years after the landing of the Pilgrims a small vessel was launched in the Plymouth Colony. The lumber trade was the first commercial industry to which New England devoted her growing energy. A brisk market was opened in the West Indies, and as fast as the manufacturers of Boston sprang into life, home bottoms were built for the coasting trade. In 1676, 550 vessels were said to have been built in Boston, and in 1731 the Massachusetts commercial fleet numbered 600 sail, exclusive of 1,000 vessels employed in the fisheries. Shipbuilding was also prospering in the other colonies. The colonial merchants now sought to extend their trade to various ports of the world in the teeth of the

restrictive legislation of Great Britain. The contraband trade enlisted not only the fortunes but the moral sense of the ship-owners. Nine-tenths of the merchants were engaged in smuggling. John Hancock was one of the boldest ship-owners in the contraband trade, and Jonathan Trumbull and Alexander Hamilton also were interested in it.

The maximum of the imports of the Colonies of New England, New York, Pennsylvania, Virginia and Maryland was reached in 1771 ; that of the Carolinas in 1772, and that of Georgia in 1775. The exports of New England fell from £116,588 in 1775 to $762 in 1776, and those of New York in the same proportion. The export trade of Virginia and the Carolinas was 11 times as great as that of New England, but when the Declaration was signed it had been virtually suspended. When the States had had time for breath after the Revolution, there was a vigorous revival of trade. From 1792 to 1807 exports and imports shot up with extraordinary rapidity. During the long period of commercial depression ending in 1830, they averaged $78,000,000. The crisis in 1837 caused another decline, and then the figures rose rapidly, until in 1860 the exports exceeded $400,000,000 and the imports $362,000,000. The principal exports were wheat, flour, cotton, tobacco, pork, ham, butter and cheese. During the last fifteen years petroleum has become one of the leading staples for export. In 1873 the imports exceeded $642,000,000, and the exports $626,000,000, the development of foreign trade during the decade having been unprecedented.

The only drawback to the marvelous progress which these statistics reveal is the fact that the international commerce of the United States is at present carried on mainly in foreign bottoms. Previous to 1860 from 75 to 80 per cent. of the merchandise which entered and left our ports was borne by American vessels. In 1864 the percentage had decreased to 46, and in 1871 to 38. From 1872 to 1876 there was a considerable increase in the strength of our commercial navy, the total tonnage having risen to 4,853,752. The development of domestic commerce has been enormous.

MINING.

The development of the mineral resources of the United States is the crowning work of the last half century of American history. During the colonial period a few crude attempts were made to mine copper, and lead and iron ores were worked with partial success in Pennsylvania. Coal was mined in Virginia as early as 1750, but the anthracite of Eastern Pennsylvania was not discovered until 1770. The extent of the productive coal-fields now known is 125,000 square miles. The Appalachian field has an area of 60,000 square miles, and embraces the Pennsylvania anthracite beds and the great bituminous tract which extends into Alabama and Ohio. In 1873–74, 45,413,340 tons of coal were mined. The anthracite beds will be exhausted in a few generations, but the supplies of true bituminous coal are endless. The first petroleum oil well was sunk in 1857. The product in 1874 was over 10,500,000 barrels of crude oil, and the value of the export was nearly $31,000,000.

The iron ore produced by 16 States in 1870 aggregated over 3,000,000 tons, one-third of which came from Pennsylvania. The copper mines of Lake Superior were not opened until 1849. In 1874 the total production exceeded 19,000 tons. Since the gold discoveries of 1847 the United States have held the first place in the production of the precious metals. Placer mining was followed by the

hydraulic method, and at this time the main process is quartz mining. The discovery of the Washoe mines and Comstock lode in 1858 promoted the wildest speculation, and ultimately a collapse in the value of mining shares. In the reaction that ensued, mines were exhumed with greater care, and less money was wasted in profitless undertakings. In 1853 there was a decrease in the yield of gold, but in 1860 mines were opened in many new districts, and the supply ran up from $1,000,000 to $28,000,000 in 1866. The total production of gold in the United States in 1873 was $36,000,000, and the grand total of gold and silver from 1874 to 1875 was $1,500,000,000.

BANKING—FINANCE.

Two centuries ago Gov. Dudley was paying his son's college expenses at Harvard with Indian corn. Five days after the battle of Bunker Hill $2,000,000 in Continental paper were issued. The colonies, from prudent Massachusetts to easy-going Virginia, had tasted the sweets of paper inflation and had found them to be subtle poisons. But the Continental Congress had no alternative; the experiment was repeated with the same disastrous results; the paper issues were increased from month to month until the aggregate was $350,000,000, and the bills were so utterly worthless that a Philadelphia barber papered his shop with them. While the inflationists of that day were keeping the printing-press in motion, Robert Morris borrowed money where he could on his own notes. "Hard money for the army," was his appeal to his wealthy Quaker acquaintances. In 1781, notwithstanding the relief afforded by the French loan, the treasury was $2,500,000 in debt for current expenses, and the army was starving and half clothed. Mr. Morris issued his own notes for $1,400,000, and Washington's army set out for Yorktown, where the war closed, after $92,485,693 (specie) had been expended, and a large debt had been incurred. Not far from this scene of triumph there was brought to an end toward the close of a century a civil war that had cost North and South nearly $6,000,000,000. Between Yorktown and Appomattox there was a century of growth, in which the real and personal property of the nation had increased from $1,000,000,000 to $30,000,000,000. Hamilton rescued the nation from bankruptcy by introducing internal taxation and duties on imports; a National bank was established and coinage acts were passed; the expansion of the State bank circulation culminated in the panic of 1814; a second National bank was organized by the Democrats only to be overthrown sixteen years afterwards by their leader; high tariff or low tariff prevailed for a season; the panics of 1837 and 1857 paralyzed every industry in the country; at the crisis of the civil war the Government borrowed the expedient of the Continental Congress, and resorted to paper; the legal-tender and national bank acts were passed, and the largest loan ever sanctioned by any government was placed successfully upon the foreign market. But the most marvelous feature of the financial history of the hundred years is the growth of banking. When the Declaration of Independence was signed there was not a single bank in the thirteen colonies to aid Robert Morris in keeping the wolf from the door of the American camp. There are to-day in the United States 907 chartered State banks, 2,118 National banks, 666 savings banks, and 2,375 private banks—6,066 in all. The pioneer was the bank of North America, established in Philadelphia by the Continental Congress in 1782, with a capital of $400,000. It

issued notes redeemable in Spanish dollars, and aided Robert Morris in carrying the colonies through the closing years of the war. Two years later the Bank of New York was opened in the Walton House with Alexander Hamilton on the Board of Directors. In 1799 the Bank of the Manhattan Company was organized with Aaron Burr as one of the managers. When the second war with Great Britain broke out 89 banks had been organized under State charters, with a capital of over $40,000,000. The State banks at the present time have a capital of $164,366,669, while the National banks have attracted over $500,000,000 to their support.

INTERNAL IMPROVEMENTS.

Washington was the pioneer of the American system of public improvements. In a letter to Jefferson, written in 1784, he urged the expediency of a navigable water line to the Ohio. This subject, he said, had occupied his thoughts for many years, and in 1774 his plan for extending the navigation of the Potomac had been "in tolerably good train." In the next year, however, he was summoned to Cambridge, and was compelled to abandon the project. He urged Jefferson to co-operate with him, and shrewdly predicted the Erie Canal. "I know," he wrote, "the Yorkers will delay no time to remove every obstacle in the way of the other communication, so soon as the ports of Oswego and Niagara are surrendered." Washington crossed the mountains about this time, and on his return presented a sagacious report to the Governor of Virginia. "Smooth the road and make easy the way for the West," he wrote, "and then see how amazingly our exports will increase." He was pressing his scheme with great vigor when he was elected to the Presidency, and compelled to retire from the presidency of the corporation which had been formed to carry out his ideas. The first canals built in the United States were in Massachusetts. They were short channels, affording a passage of the rapids at South Hadley and Montague Falls on the Connecticut, one two miles long and the other three, with a lift of lockage of 40 and 75 feet. These works were constructed in 1792, and a short canal was completed at Lowell in 1808. The "Yorkers," however, as Washington had predicted, lost no time. The Erie Canal was begun in 1817, and opened in 1825, at a total expense of $7,602,000. It gave value to the products of the West, and extended the navigable water-line 1,400 miles inland. Pennsylvania, Maryland, Virginia, Ohio, Indiana, and Illinois soon followed the lead of New York, and in 1840 there were 8,850 miles of canal in operation.

A year after the completion of the Erie Canal the first charter for the construction of an American railroad was granted. It was a short tramway of three miles from Boston to the Neponset River. Two years later Charles Carroll of Carrolton, who had signed the Declaration, broke ground for the Baltimore and Ohio Railroad. The cars were drawn by horses after the failure of an attempt to propel them by sails. It was not until 1832 that locomotives were attached to the cars. Steam had already been applied to navigation, and Capt. Cornelius Vanderbilt was then in the wheel-house of a steamboat of the New York and Philadelphia line. He appreciated the wide-reaching importance of Fulton's invention, and had abandoned a profitable harbor business to serve an apprenticeship in the steamboat business. He was already predicting that steam would sweep the sails from the sea, but he little imagined that in the half-century of steam, which had opened, the locomotive driver was to be a greater power in

the commercial world than the paddle-wheel. When the Declaration was signed there were two steam engines of the crudest design in the United States. There are to-day 74,658 miles of railroad in operation, with an aggregate capital of $4,658,208,630 and gross earnings of $503,065,505, paying dividends amounting to $74,294,208, and moving 200,000,000 tons of freight. The canals, with the exception of the Erie, Champlain, Delaware & Raritan, Delaware and Chesapeake, and the Delaware & Hudson, have given place to the railroads, and a large extent of mileage has been abandoned.

The telegraph service of the United States is now rendered by seven corporations, controlling 80,000 miles of wire line and carrying 14,000,000 messages annually.

CHURCH AND SCHOOL.

Washington made an address to the Quakers in 1789, in which he took the broad ground that man was not responsible to man for his faith. "While men," said he, "perform their social duties faithfully they do all that society or the State can with propriety demand or expect, and remain responsible only to their Maker for the religion or modes of faith which they may prefer or profess." On this broad American platform of equality the religious denominations have gone on in their own way. The Methodists, Baptists and Congregationalists have made the most rapid progress, the three communions comprising to-day about one-third of the total population. In 1870 there were 72,459 congregations, and 63,082 religious edifices, with a total of 21,665,062 sittings, or four to every seven inhabitants. The aggregate value of the property owned by the religious denominations was $354,483,581.

The New England system from the outset was based upon the principle of local responsibility. Every town was required to furnish as many and as good schools as the population and intelligence of the community required. President Dwight used to boast that there was scarcely a child in Connecticut who was not taught reading, writing, and generally arithmetic. The common school system received recognition in the constitutions of the New England States, and school laws were adopted by New York and Pennsylvania without delay. Virginia was backward in educational measures, although Jeffierson took pains to prepare the draft of a school law. New Jersey, Maryland and South Carolina also pursued a dilatory policy. The emigrants from New England were true to their instincts, and introduced the common school system in the Western States.

The educational system throughout the country is to-day homogeneous throughout the continent, the characteristic feature being the popular primary schools. In 1776 there were a few intermediate schools, although the movements for the establishment of grammar and high schools were gathering force. Early in the century academies were founded in the Northern States, and these gave place to high schools in the revival of education conducted by Horace Mann. In 1870 the school population was 14,000,000; the number of enrolled scholars over 8,000,000, the number of teachers, 241,300, and the annual expense of the system, $75,000,000. There were 4,500,000 persons over 10 years of age who could not read, and 5,600,000 who could not write. The freedmen of the South and immigrants from countries where education is neglected, have swollen the array of the illiterate.

In 1776 there were nine colleges in the colonies, six of which had been open only 30 years. In 1875 degrees were conferred by 374 colleges; and there were, in addition, 106 schools of law, medicine and theology, and 65 colleges for women. There has been a strong reaction against sectarian colleges; Harvard and Cornell are now classed among the opponents of the system, and State universities have been established in Wisconsin, Michigan, Iowa, Minnesota, California and elsewhere. The American people to-day are more generally educated than the French, the English, or the Italian nation; but in higher education they are far behind Europe.

INVENTION—ART—LITERATURE.

The General Court of Massachusetts granted in 1646, to Joseph Jencks, of Lynn, a patent for "the making of engines for mills to go with water, for the more speedy dispatch of work than formerly, and mills for the making of Sithes and other Edged Tools." This was the beginning of a national patent system. In 1800 there were 675 patents granted in England and 306 in the United States. There have been 120,000 patents granted by the Federal Government since 1800, and on the roll of honor are such names as Fulton, Whitney, Morse and Howe.

In 1717 John Watson, portrait painter and money-broker, opened a picture gallery at Perth Amboy and bequeathed it to his nephew. In 1776 the nephew advocated the King's cause and was compelled to leave the town. The picture gallery was broken open by the militia, and the daubs that were on the walls were trodden under foot. The patronage which the small group of artists of the Revolutionary period received was so scant that Trumbull advised a young friend to turn shoemaker rather than artist. Copley's career in America had closed. Gilbert Stuart, after painting a few portraits in Newport, had gone to England. Smybert had painted the Berkeley household and Jonathan Edwards. Benjamin West had copied engravings in his garret when he ought to have been in school, and was now in Europe. Paul Revere was engraving caricatures on copper. Early in the nineteenth century art academies were formed in New York and Philadelphia, and a Murillo was brought to the New World. As the new century of the nation opens there are art societies and schools in many of the leading cities, and American artists have won an honorable place in portraiture, landscape painting and sculpture.

The number of printing presses in the colonies in 1776 was 40. The number of libraries in 1870 was 164,815, with 45,528,938 volumes, and the aggregate circulation of the newspapers and periodicals was 1,500,000,000 copies annually.

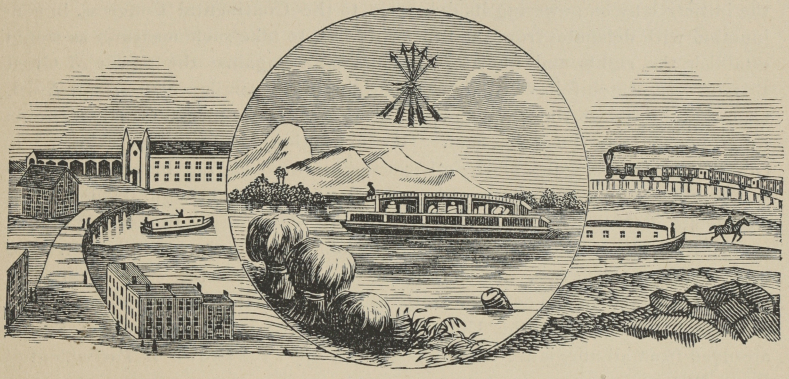
BATTLES OF THE REVOLUTION.

Below we give a list of all the important battles of the Revolution. They began April 19, 1775. They closed October 19, 1781—six years and six months. The British sent 134,000 soldiers and sailors to this war. The colonists met them with 230,000 Continentals and 50,000 militia. The British let loose Indians and equally savage Hessians. The colonists had for allies the brave and courteous Frenchmen. The leading battles of the war, those particularly worthy of celebration, are Concord and Lexington, Bunker's Hill, Long Island, White Plains, Trenton, Princeton, Bennington, Saratoga, Monmouth, King's Mountain,

Cowpen, Eutaw Springs, Yorktown. These are of national interest. Many of the others are more especially local. The disposition is to celebrate them all, victories or defeats—to recall the deeds of our ancestors, and to have a good time generally. Our readers will do well to preserve the following list of the Revolutionary battles:

Lexington (first skirmish)	April 19, 1775
Ticonderoga	May 10, 1775
Bunker's Hill	June 17, 1775
Montreal (Ethan Allen taken)	September 25, 1775
St. John's besieged and captured	November 3, 1775
Great Bridge, Va	December 9, 1775
Quebec (Montgomery killed)	December 31, 1775
Moore's Creek Bridge	February 27, 1776
Boston (British fled)	March 17, 1776
Fort Sullivan, Charleston	June 28, 1776
Long Island	August 27, 1776
Harlem Plains	September 16, 1776
White Plains	October 28, 1776
Fort Washington	November 16, 1776
Trenton	December 26, 1776
Princeton	January 3, 1777
Hubbardton	July 7, 1777
Bennington	August 16, 1777
Brandywine	September 11, 1777
First Battle at Bemis' Heights, Saratoga	September 19, 1777
Paoli	September 20, 1777
Germantown	October 4, 1777
Forts Clinton and Montgomery taken	October 6, 1777
Second Battle at Bemis' Heights, Saratoga	October 7, 1777
Surrrender of Bourgoyne	October 13, 1777
Fort Mercer	October 22, 1777
Fort Mifflin	November 16, 1777
Monmouth	June 28, 1778
Wyoming	July 4, 1778
Quaker Hill, R. I.	August 29, 1778
Savannah	December 9, 1778
Kettle Creek, Georgia	February 14, 1779
Brier Creek	March 3, 1779
Stone Ferry	June 20, 1779
Stony Point	July 16, 1779
Paulus' Hook	August 19, 1779
Chemung (Indians)	August 29, 1779
Savannah	October 9, 1779
Charleston (Surrendered to British)	May 12, 1780
Springfield	June 23, 1780
Rocky Mount	July 30, 1780
Hanging Rock	August 6, 1780
Sander's Creek, near Camden	August 16, 1780
King's Mountain	October 7, 1780
Fish Dam Ford, Broad River	November 18, 1780
Blackstock's	November 20, 1780
Cowpens	January 17, 1781
Guilioro	March 15, 1781
Hookirk's Hill	April 25, 1781
Ninety-Six (besieged)	May and June, 1781
Augusta (besieged)	May and June, 1781
Jamestown	July 9, 1781
Eutaw Springs	September 8, 1781
Yorktown (Cornwallis surrendered)	October 19, 1781

THE CENTENNIAL FOURTH.



Toledo's Centennial Celebration of American Independence— The Grandest Occasion in the History of the City— A Monstrous Procession, Five Miles in Length— Exhibiting the Material Resources, and the Bone, Sinew, and Chivalry of Toledo— The Exercises at the Grove— Ten Thousand People in Attendance— Orations by Gen. W. H. Gibson, Hon. Thos. Dunlap, and Mr. Friedburg— A Centennial Ode by Mr. R. M. Streeter.

THE CENTENNIAL FOURTH.

All hail to our National Centennial morn! The glorious anniversary of America's freedom is again here, with its One Hundred years rounded and complete. The glow of patriotic feeling and national pride has a strength to-day that is unmistakable. The nation throbs under the emoions and associations that spring from our hundred years. Patriotism speaks on every hand, and its powerful influence is manifest to-day from Maine to the Gulf—from old Independence Hall, whence freedom was first proclaimed to an astonished world, to the Golden City of the Pacific slope, that startling example of the century's magnificent progress. To-day every city, village and hamlet throughout the broad Union gives tangible evidence that this is a nation—a nation as mighty as it is free.

To-day Toledo blossoms with patriotic flowers. Arrayed in all the gorgeous beauty of an Indian queen, her flags and her flowers, her wreaths and her roses, her banners and her bunting, her garlands, festoons, and evergreens, stream from door, window and house-top, or decorate her columns and arches in radiant and life-like beauty. These speak the ecstasy of the patriotic fervor of her citizens in tones more eloquent than the loftiest flights of oratory. The nation is worthy the ovation. Through the tribulation of war, foreign and domestic, the weak and struggling people of 1776 have developed into the

millions of 1876, the foremost Republic in the world, and the rival of the strong powers of earth.

On this occasion it is certainly not out of place to give a brief resume of historical data, touching upon the "day we celebrate." From a recent issue of the New York World we are enabled to summarize the chronology of the acts and events that gave birth to the nation. In January, 1776, Massachusetts took the initiative by empowering its delegates to the Continental Congress, in conjunction with delegates from the other colonies, to take such measures as would establish the rights and liberties of the colonies against the power of Great Britain. In March following, South Carolina took similar action. In April, Georgia followed in the same strain, and in the same month North Carolina raised her voice to the same effect. Her instruction to her delegates was "to concur with the delegates of the other colonies in declaring independence"—the first time the word was used by a colony speaking through its delegates. On the 4th of May Rhode Island authorized its delegates to the same purport, and on the 15th of May, 1776, the Convention of Virginia formally instructed its delegates in Congress, not simply to "concur" with the colonies in these general measures for the common welfare, but to take the initiative in expressly proposing "to declare the United Colonies free and independent States, absolved from all allegiance to or dependence upon the Crown or Parliament of Great Britain.

On the 7th of June, 1776, Richard Henry Lee, a delegate from the Colony of Virginia, arose in the Continental Congress, then sitting at Philadelphia, and in pursuance of the instructions of the Virginia Convention, formally moved the adoption of the following resolutions:

"*Resolved*, That these United Colonies are, and of right ought to be, free and independent States; that they are absolved from all allegiance to the British Crown, and that all political connection between them and the State of Great Britain is, and ought to be totally dissolved.

"That it is expedient forthwith to take the most effectual measures for forming foreign alliances.

"That a plan of confederation be prepared and transmitted to the respective colonies for their consideration and approval."

These were postponed until the day following, when action thereon was again deferred until the 10th of June. On that day Congress resolved itself into a Committee of the Whole, and the consideration of the resolution was postponed until the 1st of July.

In a letter to James Warren, under date of June 11, 1776, Eldridge Gerry explains the object of this postponement as follows:

"Yesterday, after a long debate, the question of independence was postponed until the 1st of July, in order to give the assemblies of the middle colonies an opportunity to take off their restrictions and let their delegates unite in the measure. In the interim will go on plans for confederation and foreign alliance."

On the 11th day of June, Messrs. Jefferson, Adams, Franklin, Sherman and Livingston were appointed a committee "to draught a declaration" in pursuance of the order of Congress. This was reported on the 28th of June and ordered to lie on the table, as the consideration of Mr. Lee's resolution had been postponed until the 1st of July.

In the meantime—that is in the interval between the 8th of June and the 1st of July—the Assemblies of Pennsylvania, Connecticut, New Hampshire, New Jersey and Maryland, instructed their delegates in Congress "to join in declaring the United States independent of Great Britain."

Accordingly on the 1st of July, 1776, the resolution of Richard Henry Lee came up for consideration in Congress. Its adoption was advocated by John Adams and many others. It was opposed by Dickinson, of Pennsylvania, who almost alone bore the brunt of the discussion. After an able and thorough debate, the resolution was sustained by nine colonies, being two-thirds of the whole number. South Carolina was unanimous against it; of the Pennsylvania delegates, three were in favor of and four against it; Delaware was evenly divided. The resolution was reported for final passage, but the final determination of the question was postponed until the following day—the 2d of July.

On that day, the delegates from Delaware favored the resolution. The vote of Pennsylvania was cast in its favor, Dickinson and Morris absenting themselves. The delegates of South Carolina waived their individual opinions in deference to the views of a majority of Congress, and although the delegates from New York could not vote for the measure, they did not vote against it. Thus it was that "without one dissenting colony," as the chronicle of the time runs, the twelve colonies in Congress assembled, on the second day of July,

"*Resolved*, That these United Colonies are, and of right ought to be, free and independent States; that they are absolved from all allegiance to the British Crown, and that all political connection between them and the State of Great Britain is, and ought to be, totally dissolved."

On the next day (July 4, 1776,) John Adams wrote to Mrs. Adams as follows:

"Yesterday the greatest question was decided which ever was debated in America, and a greater perhaps never was nor will be decided among men. A resolution was passed, without one dissenting Colony, that these United Colonies are, and of right ought to be, free and independent States, &c. You will see in a few days a declaration setting forth the causes which have impelled us to this mighty resolution, and the reasons which will justify it in the sight of God and man."

On the same day he wrote to her again:

"The 2d of July, 1776, will be the most memorable epoch in the history of America. I am apt to believe that it will be celebrated by succeeding generations as the great anniversary festival. It ought to be commemorated as the day of deliverance by solemn acts of devotion to God Almighty. It ought to be solemnized with pomp and parade, with shows, games, sports, guns, bells, bonfires and illuminations from one end of this continent to the other, from this time forward, forevermore."

Thus it was that the act of separation occurred on Tuesday, the 2d day of July, and the second President of the United States was right when he said that it was a "most remarkable epoch in the history of America," and that it would be commemorated and solemnized with festivities and rejoicings, but slightly mistaken as to the day which would be observed.

TOLEDO'S CENTENNIAL.

SLIGHTLY RETROSPECTIVE.

The true American spirit was as hearty on July 4th, 1876, in its tremendous expression and in its genuine burst of Centennial enthusiasm, as though the sun had shone in all its splendor and not a cloud had marred heaven's canopy.

The morning of the Fourth was ushered in by Heaven's thundering artillery, which exultant patriotism may interpret as an omen of good, in the fact that even the forces of Nature join the glad Centennial anthem. Those less hopeful, less buoyant, less cheerful, may attribute the bountiful showers which deluged the earth to a cause less encouraging, less flattering to the exuberant spirits of Brother Jonathan. The clouds shed tears without stint. Nature went into a paroxysm of weeping. Was it for joy that she wept thus profusely? Was she rejoiced because her darling boy had dropped his youthful toggery, and is now entering upon sturdy manhood's career? Or did she weep because of the youthful follies of the young man? Did she grieve because the young scamp has not yet finished "sowing his wild oats?" Did she shed tears over St. Louis and its sham result — over an Administration that fosters that which is questionable and rejects that which is tried and true? Did she weep for confidence betrayed, for the spirit of Reform driven from the National Councils; for the Resumption swindle; for justice mocked; for commerce imperiled; for business prostrated? If she did, the spirit of Young America may have indulged in momentary sympathy, but soon recovered, and Nature was so abashed before the ardor which nothing could daunt, that she soon dried her tears, the sun peeped between the clouds, and the programme of the Day of Days was entered upon.

As well dam the Maumee with flags at ten cents a dozen, as abandon the programme, whether the weather be fair or foul. For, was not the city arrayed in its holiday attire? Were not Summit street, St. Clair street, Monroe, Madison, Jefferson, and many other streets in the Corn City gotten up expressly for the occasion, bedecked in all the colors of the rainbow, patriotic devices in profusion, mottoes, watchwords, evergreens, wreaths, garlands, streamers, festoons, bunting, red-white-and-blue everywhere? And, although the pet into which Dame Nature worried herself in the early morning, and the second crying spell she had before noon, had a dampening effect upon decorations, it failed to repress Toledo's pride and enthusiasm. The city continued to blossom and bloom in its variegated richness of coloring. It was a gala day. The shrill steam whistle, the deep-toned roar of artillery, the fire-cracker, the songs, shouts, music, speeches, all pronounced it a day of rejoicing — the Centennial Jubilee of a mighty nation.

The early trains, special and otherwise, brought in the multitudes from every point of the compass, and at an early hour Summit street was thronged with the gray-haired matron and her spouse of half a century—the miss of sweet sixteen and her bashful lover, as hand in hand, with eyes, ears and mouth intent they took in all the strange sights that greeted their enraptured vision. The demand for gingerbread and candy was fully up to the requirements of the occasion, and in the dexterous hands of some of our country cousins, disappeared

with an ease and rapidity excelled only by the avidity with which many now-a-days are gulping down great chunks of crow.

But without further digression, it is safe to assert that the Declaration of Independence, the Goddess of Liberty, the Star-spangled Banner, the Land of the Free and the Home of the Brave, together with all the other Revolutionary Patriarchs, were duly honored in Toledo on the 4th, in a manner worthy the enterprise of the "Future Great City."

If the day opened with slight discouragements and unpropitious surroundings, the evening made ample amends, for the city was ablaze with brilliant jets of flame, and fireworks and illuminations gave expression to irrepressible and patriotic enthusiasm, and the commemoration of the Centennial Fourth can not fail to be an occasion long to be remembered in the history of Northwestern Ohio.

PRELIMINARY—THE OPENING OVERTURE.

It were well worth living in this age and day, and in this part of the great American Nation, to have listened to the salvos of artillery, steam whistles and bells with which the day was opened. If that were rejoicing Toledo was exceedingly glad, for certainly no Toledoan was ever before privileged, in a time of peace, to listen to such a thundering hideousness of noise as that with which the one hundredth year of American Independence was ushered in. But it was intended to be a noisy time, and it was successful to the utmost of their anticipations.

THE WEATHER

did not open so auspiciously. The sky was dark and lowering, and at 10 o'clock a drizzling rain set in which would have dampened the ardor of anybody except a Centennial patriot.

AT ST. PAUL'S CHURCH—A CENTENNIAL PRAISE SERVICE

was held from 8 to 9 o'clock, which really began the formal exercises of the morning. Rev. W. W. Williams, D. D., presided, and the music was furnished by the splendid chorus choir of St. Paul's Church, assisted by other singers of the city. The service opened with the singing of Whittier's Centennial hymn by the choir :

Our fathers' God! from out whose hand
The centuries fall like grains of sand,
We meet to-day, united, free,
And loyal to our land and Thee,
To thank Thee for the era done,
And trust Thee for the opening one.

Oh! make Thou us, through centuries long
In peace secure, in justice strong ;
Around our gift of freedom draw
The safe-guards of Thy righteous law,
And, cast in some diviner mold,
Let the new cycle shame the old.

President Grant's Centennial Celebration Proclamation was then read by Rev. C. D. Morris, of the First Baptist Church. Following this the audience and choir sang Bryant's Centennial Hymn :

Through storm and calm the years have led
Our nation on from stage to stage
A century's space, until we tread
The threshold of another age.

We see there, o'er our pathway swept,
A torrent stream of blood and fire;
And thank the ruling power who kept
Our sacred league of States entire.

O checkered train of years, farewell,
With all thy strifes, and hopes, and fears;
But with us let thy memories dwell,
To warn and lead the coming years.

And thou, the new-beginning age,
Warned by the past, and not in vain,
Write on a fairer, whiter page
The record of thy happier reign.

Rev. Gershom Lease, of St. Paul's, read a selection of Scripture, being the LXXIId. Psalm.

The audience and choir sang the song, "God Bless our Native Land."

Rev. H. M. Bacon, pastor of Westminster Church, addressed the Throne of Grace.

The hymn, "Sound the Anthem," was then sung, after which

REV. CHARLES CRAVENS,

pastor of the Unitarian Church, was introduced to the audience, and spoke as follows:

Our Ship of State: After her cruse of a century of years, she looks somewhat weather-beaten, and battered. She has encountered a good many storms. When she started out, with the consent of all on board, there was taken as part of the cargo, a fatal principle, or institution, one that generated discord, division, and finally a fierce struggle. Two flags were hoisted, one at the prow and the other at the stern. But the bow-flag, the flag of Progress, Liberty and Equal Rights, waves to-day, and is acknowledged by all.

It is said that good sailors are made in storms, not in fair weather and smooth seas. Suffering is as necessary for nations as for individuals. Suppose we were about to sail around Cape Horn. Two ships are ready for the voyage. One has just returned from a long and tempestuous passage, but with her timbers still sound. Her crew is composed of the same men who brought her safely into port. They are bronzed and thin from exposure and hardship. The other ship shines like a new toy. Her crew are fresh, and strong looking, but have sailed months in smooth seas. Now, which of these two ships would you choose, in which to dare the awful tempests of the Cape? Children might choose the one with the new paint, and the sailors who had only met fair weather and favoring breezes, but you would choose the other ship. You remember how our regiments looked when they went forth to the late war, and how they looked when they returned. In the first instance they were decked out as for a holiday, and their marching was often curious and wonderful to see! But, when they returned, they marched with regular and firm step. Lean-

ing slightly forward, they looked neither to left nor to right. One such regiment could annihilate a dozen such as went forth to the wars as though marching to a pic-nic.

All our trials have only made us stronger. I know that in many minds there is doubt and fear, because of the prevalence of official corruption. But is not every man convicted of dishonesty, completely damned by public opinion? Is not reform the watchword of the hour, and the strong, earnest cry rising from the hearts of the people? I like to hear this cry. But I do not like to hear croaking. That is never in order. The Psalmist David writes: "There be many who say, Who will show us any good?" If a man have goodness and patriotism in his own heart, he will not doubt the existence of these principles in the hearts of others. For a true Christian "believeth all things, hopeth all things." A carpenter buying a new square, found that everything was out of line, out of true. His surprise was great until he found that there was a slight warp in his new square. Another man looking out of an upper window in an unfinished building thought that everything leaned a little one way. Steeples, towers, trees, distant hills—all seemed to be out of perpendicular. He was, of course, greatly mystified, and finally thought there must have been an earthquake while he was coming up stairs. But the difficulty was solved by the discovery that a window pane through which he looked had not been properly adjusted. As soon as that error was corrected, all was right; and the theory of the earthquake was reluctantly abandoned. Some people are looking out of windows on the world all the time: windows of the brain. If they would see things as they are, they must look out of windows that are plumb and filled with the purest glass. Only the pure in heart see God or this world aright.

The estimates which people have of things are governed entirely by their own condition, and comparatively little by the real facts. Bad digestion is at the bottom of many of the doleful theories of the world. When I hear prophecies of evils and foretellings of the speedy collapse of all goodness, I know that the case calls more loudly for the doctor of medicine than the doctor of divinity. "Goodness and honesty are fast dying out," cries some one who has just read a story of crime in the newspaper. We have about forty-four millions of people. What vast multitudes of these, what millions on millions never get into the newspapers in any way whatever. They are minding their own business—and such people do not often get into the newspapers. They are rearing families, educating them, fitting them to be useful and honored citizens of the Republic. They are cultivating the soil, building houses, developing mines, and in a thousand ways helping to build up the solid wealth and greatness of the land. And yet some shallow-brain reads of a defalcation or other misdemeanor, and straitway exclaims, "That's the way of the world." There is more criminality in such hasty and false verdicts than in a single murder. The latter, all will at once condemn; but the poison of a false and damnable theory of human nature, and human life, may prove fatal to thousands of souls before the antidote of truth can neutralize it. And no more hurtful theory can creep into the mind, especially into the mind of a young person, than that which unblushingly asserts that there is no real honesty, truth or virtue in the world.

In the wisdom of that good Providence which rules the world, we have as a nation been subjected to great trials. But this fact should only establish in

our minds the conviction more firmly than ever, that we are to have a great and wonderful destiny, and that we are being prepared for it.

Jonah's gourd never had any trials. It came up one night and perished the next one. But the oak that is to stand for centuries has to resist a thousand storms, and its leaves are wet by a million rains.

In a wonderful song composed by Moses, just before his death, he says of his people: "As an eagle stirreth up her nest, fluttereth over her young, spreadeth abroad her wings, so the Lord above did bear Jacob." And adopting these words, we may say, so has the Lord bore America on His wings of providence and love. The eagle builds her nest on some lofty place. When the eaglets are old enough to try their wings, they are unwilling or afraid to leave the nest. Then, in the language of Moses, the eagle stirreth up her nest. This she does by flying against it, beating it with her powerful wings until one of the eaglets is jostled out. Instinctively it spreads its wings and toes to fly. Still it gradually sinks in the air. The parent bird in the meantime fluttering over it. Then, spreading her wings, she swoops under it, taketh it on her wings and beareth it back to the nest. This process is repeated again and again until the eaglets get strength of wing and confidence, and are able to bear themselves up in the air and fly upward toward the sun. So our American eagle learned to fly. "There are lands of luxurious climate, and almost spontaneous production; yet who looks to them for our freedom and virtue, for the bravest hearts are the noblest souls? But the elements of liberty, the glories of intelligence, the sanctities of home and the institutions of religion, abide in sterner soil and beneath colder skies—where the fisherman feels his way through the mist that wraps the granite sea coast, and the reaper snatches his harvest from the edge of winter. And who would not pray. Give us the manly nerve, the strenuous will, and the busy thought, rather than golden placers and diamond mines!"

REV. H. M. MACCRACKEN

then spoke as follows:

On the high streets of our city. Art has erected our best imagination of our government. It is the arch. It is strength; it is beauty. It belongs to the earth; it aspires to the sky. In its inscriptions are the chief attributes of our government—equality, independence, justice, liberty.

But in the mind of the builders there was, I think, the past, or perhaps the present. To-day, at this hour, when a century ago was first unveiled what had long been building, there begins to rise the arch of the government of the future.

It is a momentous thing to construct, even to imagination, our nation of the next century. For as men think it in their heart, in this government for the people, of the people, by the people, so is it to be. Would to God that the wisdom of Heaven could reveal to every man that has or shall have a vote, America as it ought to be the coming age; and, as in old Vermont, they require every youth when he becomes of age to appear in town-meeting, and with the right hand uplifted take, before he can vote, the "Freeman's Oath." So would God that every citizen could be sworn to fealty to the new nation.

THE BUILDERS OF THE ARCH

in our high street forgot to inscribe the names of the two pillars of the Government of America upon the supports of the arch. Perhaps they would not have looked well on a structure which was erected, as many believe, in unnecessary violation of the law of Christian consciences, and of the commonwealth which say on the Lord's Day thou shalt do no work. Perhaps on the supports of such an arch there would have to be inscribed on one, "Robbery of God," on the other, "Wrong to laboring men." But enough of censure. I utter it because we want, like the Commissioners of the Exposition at Philadelphia, to begin the new century right. But it is a pain, on this day of thanks, and of joy.

THE TWO PILLARS

bear names easy to be read. They shall be given you as they were spoken by a heart of devotion and lips of eloquence twelve years ago by Abraham Lincoln, as by a prophet approaching martyrdom, and on one it is "The right, as God gives us to see the right." It is God's right. Right in its highest ideal, revealed to a sensitive and intelligent soul. On the other it is, "With Malice to none, with Charity to all!" Christ's charity; self devotion to men's good, as read in the life and death of the Son of God.

But men had inscribed these as the pillars of the American nation, long before Abraham Lincoln. We know it was cut in deep letters on the foundation in Carolina and the Rock at Plymouth, because those who builded there were Christians.

Of the Pilgrims it is said by Bancroft that they applied the highest refinements of their knowledge of this book, not only to the question of God and the soul, but of political and commonplace duties.

It was French and Dutch Presbyterians who settled New York. Quakers and Scotch colonists settled New Jersey and Pennsylvania. The Lutherans, Delaware. Reformed Catholics and Episcopalians settled Maryland and Virginia. Scotch-Irish Presbyterians and French Huguenots made North and South Carolina.

The cause of Revolutionary sentiment was not fear of taxes. When the hereditary nobility of England asked if the stamp duties would ruin America, James Otis thundered with, "No; America, thank God, is rich!" But it was sensitiveness to wrong. It was hate of oppression, dishonesty, crime. "Millions for defense were ready, not a penny for tribute." That sensitiveness was the conscience of Christianity.

That religion inscribed the pillars of our Nation, was universally testified by the men of the Revolution.

"Piety," said John Adams, "alone constitutes the prosperity of the nation."

Patrick Henry said, holding the Bible up, "there is a book worth more than all the works ever printed."

Of Jefferson and Jay, it is said that the former would have had a profession of Christianity on the national seal, but the latter believed the Gospel would better abide without the help of the arm of flesh.

George Washington, all know, renewed his vow of devotion to the fear of God and good of man, alike, at the Presbyterian Episcopalian Lord's Table.

The martyr spirits of a century ago knew they were raising a government as supports of eternal right and Christ-like devotion.

On the morning of Bunker Hill, when Warren was besought by Eldridge Gerry not to volunteer, "Your ardent temperament will lead you forward, and you probably will fall!" "I know I may fall," replied Warren, "but who would not count it beautiful and right to fall for their country?"

Old President Witherspoon, of Princeton, said as he wrote his name to the Decleration, "This paper shonld be signed by every one in this house. I would infinitely rather that my gray head should descend into the grave by the hand of the executioner, than falter in this cause!"

Nathan Hale, graduate of Yale, and intended for the ministry, when Washington asked for a practiced officer to penetrate the lines of the enemy, volunteered. Captured, he was of course sentenced to be executed as a spy. When led out, a hundred years ago next September, he said, on the gallows, "I only regret that I have but one life to lose for my country."

It is refined sense of justice and devotion that must build America. If New York imprisons Tweed it must not be to prevent bankruptcy, but to punish crime. If the Government punish Belknap, it must not be to clear the party's skirts, but to punish crime for the crime's sake.

There are forces at work to weaken the pillars on which this government should be builded. If these foundations are destroyed, there may be the semblance of the old arch, but for independence there, read lawlessness! For equality, the leveling of the good and great down to the vile and low. For justice, read the crushing of weak wretches, letting the strong and rich go free. For true liberty, read liberty from restraint of wholesome law — that liberty which is license, the only liberty which some know, who throw up their hats and hurrah to-day for liberty.

When the pillars of right as God shows the right, and Christian principles of self-denial are gone, this government will have perished.

But away with forebodings. To-day the arch of the new century rests strong on the ancient supports.

Education to right never advanced since the Reformation as in the lesson to this people upon slavery. Never was such revival of love to man since the days of the Apostles and of the rise of Foreign Missions, as when a million men were ready with their lives to stay the wrong that was fixing slavery on our whole land.

Behold the two columns of America, strong for the new century, the twentieth century of our Lord Jesus Christ.

Hear! as from heaven, to-day, though overshadowed with clouds, the voice of God speaks, with promise, as of old, "I do set my bow upon the earth" — the arch of free government which overspans the continent from eastern to western ocean! Upon it is written in bright and living colors — true equality, independence of wrong, justice as before God, liberty wherewith Christ has made us free! As beneath it there gathers the forty and four millions of citizens, while the Old World quakes with war and dread, their anthem resounds, "God is our refuge and strength: Therefore will not we fear!" The new century motto should be, "In God is our Trust!"

After the singing of "America" and the Doxology, the audience was dismissed with the Benediction by the Rev. F. Marriott, pastor of the Broadway M. E. Church.

THE PROCESSION.

Notwithstanding the unfavorable weather, the procession, which was intended to be one of the features of the day, was the most stupendous and grandest — what shall we call it? — affair ever seen in Toledo. Nothing like it was ever seen in the West. There was never such an exhibition of Toledo's resources collected together, and it will be many years before its like will be seen again. In character it embraced representations of nearly all the features of Toledo's material prosperity, together with her military organizations, and an exhibition of the character of her mechanics; and in extent it was the largest gathering ever witnessed in the city. Marching in close order the procession was over five miles long, and took an hour and a half to pass a given point. Its character is given in detail below. Promptly at the hour specified, the various delegations began marching to the positions assigned them, and the procession was ready to march at about 11 o'clock; but just as it was on the point of moving a rain sprung up which delayed it for nearly an hour. The street was a perfect jam of people along the entire line of march down Huron to Bush, and thence up Summit to Monroe and out to the grove near Woodruff avenue. Immense numbers of strangers came in during the early hours of the day, and when the procession started no less than 20,000 were gathered along the line of march. The general character of the decorations has been given before, and we have not space to go into a more extended description. Suffice to say that every house and business establishment along the route was decorated profusely with banners, flags, streamers, pictures, flowers and wreaths, and added not a little to the pleasure of the occasion. The complexion of the procession was as follows:

THE FIRST DIVISION

was headed by a squad of police, which marched in front of the procession, keeping the immense throngs of people which lined the streets out of the way of the other long lines that followed them. After the police, in the following order came

Myers Cadet Band.
Myers Cadet Drum Corps.
Myers Cadets.
Toledo Grays.
Walbridge Light Guard Drum Corps.
Walbridge Light Guards.
Milverstedt's Band.
Knights Templar.
Grand Army of the Republic.
First Ohio Independent Battery.

Then came twenty-one hacks, in which were the members of the Pioneer and Historical Society; the orators of the day, the readers, chaplains, poet, and the members of the Common Council and city officials.

THE SECOND DIVISION

formed on Monroe street, and as early as half-past nine o'clock the vans began to arrive and take the positions assigned them by the Grand Marshal. When the pageant moved, first came the agricultural display made by Arbuckle & Ryan, who had on a large wagon a "Massillon" portable engine, which was

gaily decorated with flags, evergreens, etc. Next was a No. 2 Massillon threshing machine, and behind this was a light wagon, in which were two "Oliver Chilled Plows." The display was very good, and attracted considerable attention.

Following Arbuckle & Ryan came a wagon loaded with the products of the "Toledo Model Mills," the barrels and bags of flour being under a canopy of evergreens and flags, which was supported by posts, around which were large sheaves of wheat in the stalk.

One of the finest displays in the procession, and one that attracted, perhaps, as much attention, was that made by Messrs. Warren & Bidwell, whose four wagons came next in order. The first was a very large four-horse wagon, on the front of which was a pyramid of spices, the base surrounded with immense bags of coffee, cinnamon, etc. On the summit of the pyramid, whose sides were trimmed with flags and mottoes, was a large coffee mill which was, during the entire march, kept in motion by steam power. In the center of the van, the intermediate space being filled with samples of the work done by the firm, was a large burr mill, such as is used for grinding spices. Back of this was a 3¼-horse power engine, which supplied the power that kept the coffee and burr mills in motion. The smoke-stack of the engine was a mammoth tin coffee-pot, four feet eleven inches high, and three feet six inches in diameter at the base. As the smoke from the engine came pouring out from under the lid it was a very suggestive picture. The entire van was profusely decorated with the national colors, evergreens, banners and mottoes, and presented a very fine appearance. Then there were three two-horse wagons, which were filled with cans of baking powder, traveling men with their sample cases, and a number of boxes of spices billed to Warren & Bidwell's customers, in nearly every State in the Union.

Messrs. Fallis & Linton came next in the line. They had four gaily caparisoned mules drawing a great van, on which, in the shape of a pyramid, were piled barrels and bags of flour.

Here followed two wagons from B. Meilink & Co.'s factory. Placed in full view of the spectators, in a wagon draped with national colors, were specimens of the work done by Messrs. M. & Co. In the front were a number of elegantly upholstered chairs, sofas, divans, etc., while back of that was a fine black walnut escretoire. In their second wagon were different varieties of chairs, and samples of the dining-room, kitchen and chamber sets made by the firm.

Buckman & Mallett had a large four-house van, with about twenty rolls of fine Brussels and ingrain carpets, arranged in a pyramidical form, so as to show the patterns in the best style. The display was very fine.

The dry goods trade was represented by Messrs. Neuhausel Bros. and Fred. Eaton & Co. The first firm had a complete assortment of dry goods under a red, white and blue canopy. The latter had a dray, in which were boxes of goods, and their four delivery wagons.

The United States Express Company made a good showing, their immense wagon, filled with huge boxes billed to various places throughout the country, leading five smaller ones, in which were boxes and the employes of the company.

The Express Company was followed by the irrepressible Comique wagon, which was painted in every color of the rainbow, and kept its shrill-toned bell constantly on the clang.

A unique and interesting display was that of Messrs. Gosline & Barbour, who had a large wagon filled with monster chunks of coal. In front on the driver's seat, and in the rear, were men in their woolen shirts, arms bared to the shoulder, who carried the picks used by miners. Their heads were covered with greasy hats, in front of which burned the miner's safety lamp.

Messrs. Worts, Kirk & Bigelow had a van on which were crackers, bread, etc., piled up in good style. Following this was a skeleton of a horse, mounted by Dr. J. Elliott, the veterinary surgeon.

A baker's shop was clearly and nicely represented by Messrs. Seyfang & Scheuerman, who had thirteen operatives at work molding bread, baking crackers, and going through all the forms that are seen in large bakeries.

A magnificent wagon was the one gotten up by Messrs. Heinl & Phillips, the florists. They had a large van completely filled with rare tropical plants, beautiful flowers and shrubs; there being just one hundred different varieties in the wagon. As the procession moved along bouquets were picked and thrown to the bystanders.

Grasser & Brand had an immense beer cask, which held about two thousand gallons of the liquid. It was bound with ropes of evergreen, and over the front of it was formed a shady bower, in which sat Gambrinus holding aloft a big "Schupper" of beer.

Following this display of one of Toledo's greatest industries came the bookbinders and printers, who turned out in two wagons. In the first a number of female operatives were engaged in "stitching" books, a paging, and ruling machine in operation, and a number of operatives engaged in the various duties of the trade. In the second wagon was the venerable Ben. Franklin, the printer's patron, personated very cleverly by Mr. C. S. Montgomery. As the wagon rolled along Ben. was seen to be busily engaged printing a diminutive copy of a paper, on an old "Franklin" hand press, which was made in Philadelphia over seventy years ago. Back of this were the compositors standing at their cases setting type, while back of them was a modern "Gordon" power press, which showed what great improvements had been made in the century in the matter of printing presses.

On a wagon drawn by four horses the Toledo Brewing Company had placed a mammoth beer cask, which contained 78 barrels of "Pilsener" beer, the first that was ever made in Toledo. In front was foreman H. Westbrook, who represented Gambrinus. In his right hand he held the elegant silver tankard, which was given to the Toledo Brewing Company at the recent Turner Fair for making the best beer. There were two drivers and fourteen attendants. The big cask was on top, and when, for various reason, the procession stopped a moment, these attendants would quench the thirst of those standing near with a draught of the excellent Pilsener beer.

The Milburn Wagon Works made a long and fine display. First there was a four-horse team drawing a large wagon made at the factory. Under its awning sat the officers of the company. Then came five sample wagons of different kinds, and then six hundred of the company's employes on foot, all of them wearing the blue badge of the Milburns, and half of them carrying American flags.

The Toledo Butchers' Association turned out in full force and made a promi-

nent and interesting feature of the procession. On a large low wagon, constructed especially for the occasion by the Milburn Wagon Works, was a regular butcher shop, which was supplied with a steam engine. This engine furnished power to operate an immense sausage chopping machine that was kept constantly in motion. Then there were butchers, with their sleeves rolled up, cutting up nice juicy steaks; others engaged in smoking hams, making sausage and bolognas, while a number were preserving meat. Around the sides of the frame work over the wagon were sides of beef, saddles of mutton and meats of all kind.

Following this were fifty men on horseback, all dressed in black hats, red shirts and linen pantaloons. They made an imposing display.

After the butchers came the Bottling Works of the city, led by I. Boff, who had a wagon completely covered with flags and evergreens, etc. Then the City Bottling works followed, with two tastefully decorated wagons, containing seltzer water, pop and mineral water. The Toledo Bottling Works also had two wagons, and Hughes' Brewery was represented by a four-horse wagon, and two two-horse wagons, all of them carrying kegs and barrels of ale.

Chamberlin, Dyer & Fowler came out with two wagons of coal, one immense lump, six feet long, eight feet high, and four feet thick, occupying one wagon.

J. M. Cooney had a screen from his manufactory on wheels, and very good it was too. There were workmen making wagon boxes, welding red hot iron, making spokes and putting carriage wheels together, and on the rear was a carriage body in the hands of the finishers, who were engaged all day in putting on the final touches.

Mr. Ed. Malone had a small carpenter shop on a van. In the center of it were carpenters planing boards, driving nails and making a miniature mantelpiece, a number of completed ones standing around on the edges of the wagon.

The cigar makers were out in full force, Birkenhauer & Diehl having two wagons. In the first were a number of operatives busily engaged in stripping tobacco, which was passed to others, who rolled it up into cigars and then threw them to the spectators. In the second wagon were pyramids of cigar boxes, each bearing a large placard on which was the name of the brand of cigars the box contained.

Soby & Peter also had a force of men engaged in making cigars, the cigar shop being placed on an elegantly decorated wagon.

THE THIRD DIVISION

was composed entirely of Catholic Societies of the city, and was over a mile in length. This feature was especially fine, the many beautiful flags and banners of the societies, their elegant regalias and great numbers, making an appearance at once interesting and beautiful.

The following is a list of the Societies in their order, with the number of members in the line:

1. Marine Band.
2. St. Michael's Benevolent Association, — 70 members.
3. St. Joseph's School Society, — 50 members.
4. Polish Church Society, American and Polish flags, — 225 members.
5. St. Mary's Band, — 12 pieces.

6. St. Patrick's Juvenile Society, American and Irish flag, — 75 members.
7. St. Patrick's Young Men's Catholic Association, — 50 members.
8. St. Patrick's T. A. & B. Society, — 100 members.
9. Immaculate Conception Society, — 100 members.
10. Flannigan's Drum Crops, — 8 pieces.
11. St. Frances de Sales T. A. & B. Society, — 75 members.
12. Good Shepherd T. A. & B. Society, — 75 members.
13. Ancient Order Hibernians, — 100 members.
14. Maumee Band.
15. St. Peter's German Lutheran Society.

THE FOURTH DIVISION,

containing twenty-six different firms and societies, and was very fine. After the band came a large wagon in which were twelve colored men engaged in various mechanical operations.

Then Hamilton & Co. came with a great big wagon loaded in pleasing style with samples of the goods to be found in their hardware store. There were saws of all kinds, iron-ware, kegs of nails, great rolls of rubber and leather belting, stacks of window glass and a great many smaller articles too numerous to mention.

A paint shop on wheels, by Mr. C. S. Jones, was very good. Painters were kept busy during the march in painting sash, blinds, doors, etc.

Mr. C. T. Dondore was next with two wagons, one containing a fine piano and the other an organ.

Rosa followed with a big wagon, containing some pianos and organs. Over the top of it was the name "Rosa," painted in red, white and blue.

The Toledo Pump Company was represented by two covered wagons and ten men. In the wagons were pumps of all kinds made by the Company, which were kept in operation.

Here came in the German Lutheran Society, who turned out thirty strong.

Hunter's Cement and Pipe Factory was on wheels, and men were seen engaged in the various branches of the manufacture of cement and sewer-pipe, both straight and crooked.

Messrs. North & Oswald were in the line with their elegant little "view" wagon which was covered with flags and trimmings as to be almost unrecognizable. On the roof of the wagon was a camera, through which an operator was trying to get a photo of two subjects who wanted their "picturs tooken" on the great Centennial Fourth.

The Singer Sewing Machine Company displayed a number of machines in four wagons, all of them bearing flags and evergreens.

Messrs. Baughman Curtis, & Co., followed the sewing machines with a wagon containing an Armstrong Heater, a Perkins perpendicular engine and several other engines of their manufacture.

Frank Wilson, the calsiminer, was on hand with a horse and wagon all calsimined in fine style. In the wagon he had his barrel, ladders, brushes and other implements.

Randall & Depenthal illustrated their method of moving safes, having on a wagon a safe, with ropes, blocks and other necessary tackle.

The Patent Wooden Box Company was out in a gaily decorated wagon.

On a large van, appropriately decorated and inscribed, were twelve men from Peckham's Saw and File Works. The men were in their working clothes, and showed the people how files and saws were made, their hammering making quite a din.

The Toledo Stove Company mounted a mammoth base burning coal stove on a wagon, and came after Peckham's van. There they had a number of wood and coal stoves, heaters and cookers, in all making a fine display.

Great attention was paid the Lenk Wine Company's turnout. It consisted of a handsomely festooned car, on which was a huge wine cask containing 1,600 gallons of wine. On the top of this was a leafy bower, in which reclined a disciple of Bachus. The whole car was covered, almost entirely, with beautiful festoons of evergreens.

The Genoa Lime Company, determining to make a show, sent eleven of its wagons, all loaded with lime, clear from Genoa, and they filed in just after the wine cask.

The Weed Sewing Machine Company made a good display, having a number of their machines in neatly trimmed wagons.

Horse shoeing, in all its forms, was shown up by Mr. Thomas Mulcahy, who had his blacksmithshop transferred to a wagon, on which were all of his employes. One of them was working the bellows at the forge, others were making horse-shoes of the redhot iron, from which, as they were struck, flew showers of sparks The van was well gotten up and received marked attention.

Herr Wilhelm Von Finlay turned out three cars. In the first was Finlay's Cabinet, composed of thirty of the employes. Next was a mammoth beer cask, on the top of which was the cooper shop, with men making beer kegs. And finally a four-horse wagon filled with employes at the brewery.

Mr. Johnson, the gardener, had a wagon which contained the products of his market garden. The produce was very nicely arranged, and spoke well for Mr. J.'s success as a gardener.

The Mutual Insurance Company was represented by Mr. John C. Nauts. On a wagon was a large life-boat in which sat a continental fifer and drummer, dressed in the regimentals of the days of '76. Around the boat was a large framework covered with canvas, on which was painted the name of the company in bold characters.

The Elevator Ice Company followed, with three of their ice wagons and twelve men.

The Toledo Typographical Union came next, with some forty-five typos in the line. They carried an elegant silk banner, on which was a portrait of their Patron Saint, Ben. Franklin.

THE FIFTH DIVISION

was headed by one of the best bands in the entire procession (there were thirteen bands all told), the Fremont Light Guard Band, of twenty-one pieces.

The Band was followed by the Centennial Saengerbund Car, which was drawn by four horses gaily caparisoned, each one led by an attendant in livery. The car was handsomely ornamented and contained the members of the association, with their leader, Conrad Weir, personating Orpheus.

Then came the Gruetli Verein, fifty strong. They were headed by a boy car-

rying a banner on which was inscribed, "The Swiss Republic, 1308." The men were dressed in the picturesque costumes of the Swiss warriors, having pikes, crossbows, steel armor, shields, and all the ancient implements of war. It was quite a novel display, and was frequently greeted with applause as it marched along the streets.

After the Swiss came the Kranken Unterstuetzungs-Verein, one hundred men, in gay regalia, with banners and flags.

After the Turnverein Vorwærts, two hundred and fifty strong, came a grand triumphal car, twenty feet high, most beautifully trimmed with stars and stripes. In this car, in pyramidal form, were forty-five young ladies, each dressed in white, and bearing a shield, on which was inscribed the name of the State each represented. Crowning all was a young lady, who very nicely personated the Goddess of Liberty.

Then came the Union Manufacturing Company, headed by a large car, which was piled high with the many different varieties of wooden ware manufactured by the company. Just after this car marched six hundred employes of the company, the President, Mr. A. Andrews, jr., leading them.

THE SIXTH DIVISION,

which formed on Cherry street, with its right resting on Huron, was one of the largest and finest in the procession. The first van which followed the Band was that of W. S. Isherwood, wholesale tobacco merchant, who had three large cars, all of them being gotten up regardless of expense. The first van was headed by a man bearing a large banner, on which was painted the figure of a man chewing the celebrated "Board of Trade" tobacco. Then there was a large triangular banner, carried by three men, on which was inscribed, "For Future Reform, Chew Board of Trade Tobacco." Then a large two-horse wagon, which had a canvas framework around it. On one side of the wagon was a finely colored cartoon, which advised all users of the weed to chew "Board of Trade." On the other side was another cartoon which predicted instant death to all other brands, a huge "Plank of Trade" hung ready to drop on them and leave nothing but fragments. Around the base of the cartoon was a blue and white cloth, ornamented with fancy tobacco labels, and bearing the words, "Board of Trade Tobacco Works." The whole frame was surmounted by a fine portrait of Washington, and over that was the legend, "W. S. Isherwood & Co." The second van contained a number of machines used in preparing fine cut tobacco. Around the edges of the wagon, at an improvised table, sat twelve girls, all dressed in white. Before them were placed large boxes, containing the celebrated "Fine Cut," and as they went through the streets the girls wrapped up packages of it and threw them into the crowds, a feature that was greatly relished by those who were fortunate enough to catch the fast falling tobacco.

Then came a large dray on which was one of the largest sized hogsheads of tobacco, which was trimmed with the long brown leaves. On the top of this was a high pyramid made of pails of tobacco, the entire structure being nicely trimmed with wreath's, flags and ribbons.

Another feature of the great line was the telegraph office which moved through the streets. Mr. William P. Kline originated the idea, and it was very creditably carried out. It represented the interior of a telegraph office. In the

center was the circuit board, while at each of the four corners was a telegraph pole, each one supporting eight lines. Eight operators sat at the tables with instruments, pens and ink and were constantly receiving and sending dispatches to each other, and to such persons on the streets as they pleased. The whole van was nicely trimmed, and looked very well.

After that came another force from the Milburn Wagon Works, and then followed a long line of hacks, carriages and wagons, all loaded with people desiring to hear the speeches at the grove.

Too great praise cannot be bestowed upon Gen. Steedman, the Grand Marshal, his aids, and the Division Marshals, for the success that characterized the procession. It took a great deal of study and planning to make everything pass off without the vexatious delays which are usually found in turnouts of such magnitude. But as it was there was not a hitch from first to last, and to the marshal and his aids belongs the credit.

AT THE GROUNDS.

The head of the procession arrived at the grounds on Monroe street at a little after 1 o'clock, and it was over an hour before the last organization had arrived there and broken ranks. The audience to the number of 6,000 or 8,000, had broken into fragments around the different speakers' stands and were patiently awaiting the opening of the exercises. About 2:30 the bands began to play, and the vast multitudes became silent, in anticipation of the exercises.

ON STAND NO. 1

were seated the Pioneer Society, Vice Presidents, and invited guests, and the meeting was presided over by Gen. John E. Hunt, the President of the day. After the music had ceased the exercises were opened with prayer by Rev. P. Cooney.

GENERAL HUNT

then delivered the following address:

Fellow Citizens: I wish to express to you my thanks for the honorable position I have been placed in to-day.

I suppose your choice has fallen on me, this Centennial year, because I am something of a centennarian myself.

I am the more pleased with the duty you have assigned me for the additional reason that my family associations connect me directly with the events of one hundred years ago which we now celebrate.

My father, Colonel Thomas Hunt, at the age of 18 years, was a volunteer at the battle of Lexington. He was wounded at Bunker Hill. He received his first commission as a lieutenant from Washington, and as such fought under General Wayne at Stony Point, where he was also wounded. For good conduct he was promoted, and received his second commission as Major from Washington, after the battle of Stony Point.

He remained permanently in the army of the United States, and was commissioned by Jefferson as Lieutenant-Colonel and Colonel of the old Continental First Regiment United States Infantry.

He commanded the post in Fort Wayne in 1798, when I began my centennial career at the head waters of the Maumee River. When. Gen. Grant was

here at the meeting of the Army of the Tennessee, I told him I was born at the head of the Maumee River. "Ah," said he, taking out his cigar, "I did not suppose the Maumee River was so old."

I think myself fortunate to have been here so long; to have seen the valley in all its native beauty and wildness; to have seen the primitive red men ebbing away like the waters which become lost in the sands never to return; to have seen the noble white pioneers coming on and filling the country like the rising tide of the incoming sea.

I can look back over three-quarters of a century of my country's growth, and remembering what it was and what it is, fills me with pride in my country, and love and reverence for our Republic.

I thank God I have been permitted to see this day.

I join with you in gratitude and praise to Him for his goodness and mercy to us and to our Nation.

Following Gen. Hunt's address, Hon. J. M. Ritchie read the Declaration of Independence, and then the

HON. THOMAS DUNLAP

delivered an historical address, which will be found on page 73, "Memoranda of Lucas County."

AT STAND NO. 2

Hon. Richard Mott presided. After music by the Fremont Light Guard Band, the exercises were opened with a prayer by Rev. W. W. Williams, D.D. Col. D. F. DeWolf was then introduced, and read the Declaration of Independence; and the attention with which the audience listened to it indicated that Americans have not yet forgotten their *magna charta*.

GEN. W. H. GIBSON,

of Tiffin, was then introduced, and spoke substantially as follows: One hundred years ago, within fifteen minutes of the moment that I commenced to speak, the word was then spoken that we were by right, and ought to be, a free people. One hundred years ago, and what was this country? In the whole extent of the Christian world there was but a single oasis where Liberty presided; that was here. It was our fathers who gave to the persecuted of other nations a refuge from oppression. From Sweden and from Ireland they came to these shores. They were the men who made this great country free; who came to lay the foundations of the temple of liberty and equality, not for this country only, but for the whole world. One hundred years ago our fathers declared not only that this continent should be free, and remain so, but declared that all men were free and equal. Now war was declared, and for seven years our fathers waged a war to make this declaration a fact. For all those years they waged war, and against the strongest nation of the earth, the mistress of the sea, who had her fleets on every shore, and an unlimited army at her command. Our fathers, three millions strong, without arms, without money, boldly entered the contest, and, upheld by a spirit of freedom, fought it to the end and to victory. That spirit led them to victory at Germantown, at Saratoga, and everywhere, until at Yorktown Cornwallis surrendered to Washington. That God who was with Joshua and Moses, was with them, and is with us. The angels have been looking down from heaven to cheer this experiment of self-government that our fathers inaugurated

at Philadelphia. The speaker then went on in eloquent terms to detail the hardships which were undergone in the Revolution, and the fearful odds against which they contended. But they could not and did not fail, for God was with them.

To-day as a people we have assembled to go back and see what has been done for our country. From three millions of people we have been swelling and swelling, until we now number forty millions. Our boundary extends from the lakes to the Gulf, and from ocean to ocean. The experiment made by our fathers was successful, and our Democratic form of government was being established even in Africa. In 1776 we were without commerce, but now our ships were in every sea, and wherever there was a harbor in the world the American flag was to be seen. It was the proudest boast of an American to say, "I am from the land of Washington; I am an American." The great western wilderness, where one hundred years ago naught but the red men lived, was now teeming with rich farms and thriving manufactories. Then there were only thirteen small colonies; now those thirteen States had increased to thirty-eight States, and seven Territories stood in bridal robes knocking for admission to the Union. One hundred years ago we were without steam; an American genius—Fulton—had confined the discordant elements and given us the steam engine. One hundred years ago a journey from Philadelphia to Boston took fourteen days, and across the ocean, three months; and now one could go from Boston to California in six days, dining, sleeping and living as comfortably as in his own house. Now we have 72,000 miles of railroad, built at a cost of $7,000 a mile. Fifty years ago it cost fifty cents to send a letter by mail; thirty years ago it cost twenty-five cents; and now one could be sent to any part of the country for three cents. Now we have the electric telegraph, which has been given to the world by an American.

He then, in eloquent terms, detailed the usual intellectual and religious progress in the country during the last century, and showed the influence which this growing spirit of liberty, which made such things possible in America, was exerting in other countries, and as an illustration he cited the revolution in the Turkish provinces.

The speaker closed with a brilliant peroration, in which he expressed the hope that this spirit of liberty which sustained our fathers a hundred years ago, upheld their descendants in the war of 1812, and called out 2,000,000 men in the war of the Rebellion to save the Union, would prevail until all the nations of the earth should assume a Republican form of government; and he invoked the Divine care on this country for the next century, which had been exercised in the one just closed, and which would make her a beacon of history in the way of right and liberty.

After the applause had subsided, Mr. R. M. Streeter was introduced, and read the following:

CENTENNIAL ODE.

Clang! Clang! Clang!
This was the signal, and loud and long,
Out on the redolent morning air,
Wakening silence everywhere,
The bells of the Union this jubilant song
In happiest accents long;
Welcome, long coming Centennial Day!

Gaily we greet thee with garlands of praise;
On thy fair altars our offerings lay,
Latest and best of the Nation's birthdays.
Sing your sweet carols, ye birds of the dells,
Murmur your gladness, ye rivers and rills,
Join the loud chorus, O Breeze, as it swells
From the green bosoms of Freedom crowned hills.

Lo! the glorious day!
See, she blushes with the honor
Our glad voices thrust upon her
With our lay!

Break mankind, thy chains of slumber!
Be thy voice among the number
In this jublee
Winging Eastward—surging Westward to the sea.

Raise the thrilling anthem higher
For this glad Centennial day;
Bid your guns with breath of fire
Join the soul inspiring lay;
Bid them, from their brazen throats,
Swell the joy in thunder notes,
Till the echo far away—far away
Rejoices
With ten thousand voices
For the coming—coming—coming
Of this Centennial Birthday.

Amid strains of stirring song
From the throng;
Amid ringing shouts of gladness,
With no minor notes of sadness,
That the sobbing voice of sorrow ever gave;
On the hillside, on the plain,
Free forever, and forever, from the clanking of the chain
Of the slave;
Amid thunders pleading louder
From the lusty lungs of powder,
Till the thunders reach the seas;
On the balmy morning breeze,
O, unroll with loud hosannas,
O, unfurl with long huzzas,
Fairest and the best of banners,
Our Dear Country's bars and stars!

Ah! how beautiful it is! ah! how marvelously fair
Is the dear flag rising, falling on the scented air!
Is it strange the free winds love it—free-born both,
Or strange that they should seem to say
To a land of free-born freemen, in their joy
Over the land, and over the sea,
North and South, and East and West—
Seek wherever it pleases best
For the truest symbols of the free,
And you shall say from an honest breast,
That the best are we, are we?

Then float on in the blessed air,
Flag of the beautiful, pride of the brave;
Pride of our country, its hope and its care,
Life of the freeman and hope of the slave!
Ay, float on, and each resounding bell
Shall with many a commingling rhyme
Singing,
Ringing,
And with oft recurring chime,
Tell—tell—tell,
Why our tuneful voice we raise,
Why we carol to thy praise,
To this joyful, longed-for coming
Of this best of all Birthdays—
Best of all Centennial days.

I will tell the charming story, rang old Independence Bell,
How we came by this fair banner, that the nations love so well.
Years ago, when Merrie England rode as mistress of the seas,
And the Colonies were children clinging to her royal knees,
O'er the broad expanse of ocean came her vessels, and said she:
Mother's compliments, my children, here's Young Hyson and Bohea;
And she hopes you'll have the cunning and far-sightedness to see
That if you refuse she'll make you take at least a cup of tea.

Straightway did the children answer, ready in their wrath to burst,
That you, and with your permission, we would like to steep it first;
And with harbor for a tea-pot, and in water of the sea,
Did that world-renowned tea-party steep that Hyson and Bohea;
And we cheer to-day the virtues of that cheerful cup of tea.

So the clouds instead of breaking, long continued to increase,
Till the fiery breath of battle hid the azure skies of peace.
O, the years those brave men suffered! O, the hardship they endured,
Ere the blessed boon of freedom for the country was secured.
But amid the dark misgiving of that long, tempestuous night,
From the stars of this bright banner twinkled first the cheerful light,
When success, with joyful fingers—O, it was a sight to see—
Crowned that ragged, blood-stained banner, as the Ensign of the Free!
Named the Nation that defends it, the asylum of the Free!

"Not alone, not alone,"
In a loud, exultant tone,
Out upon the happy morning,
Rang the Boston bells with glee.

Not alone, of those old heroes, who, at Freedom's early dawning,
Bled and suffered that the Nation might forevermore be free,
Must we raise our chiming voices,
For the Nation's heart rejoices
And delights to twine the praises of those sterling men of yore
With the fresh and fragrant laurels which our valiant brothers wore;
And they love to hear, though with many a bitter tear,
How the near ones, and the dear ones,
In that patricidal strife,
With no blanching, with no fear, gave—a life!

O, what a shock flashed through the startled land,
When mad Rebellion raised his treacherous hand!
How every eye, with glances of alarm,
Beheld the blackness of the coming storm.

How Freedom sprang into his iron car,
And rushed to join the gathering van of war,
While Liberty, mid Northern hills and dell,
Awoke the echoes with her frantic yells.
Awoke the cruel "Arm! arm! for deadly strife!
Ye mighty North! ye freemen brave and true,
On you to-day depends your country's life!
Come forth! come forth! the country calls for you!
Come from your homes, where monumental spires
Still mark the spot where heroes bled and won!
Come, ye brave sons of patriotic sires,
Whose life-blood stained the soil at Lexington,
With all their fire of ninety years ago,
With all the strength that blessed your fathers then,
Ground the proud crest of this rebellious foe
So deep in dust it shall not rise again!
By the pure blood those dying patriots shed,
By the green bays that wreathed each patriot brow,
By the green graves where sleep the sainted dead,
Arise and crush the venomed reptile, now!
Come from the North, with hearts as firm as steel!
Come from the East, and march with loyal will;
Come from the West, and let Rebellion feel
The towering power he seeks in vain to kill!"
And the Northern hillsides answer:
"Gallant hearts have gone before,
And we're coming, Father Abraham, with three hundred thousand more;
And we're coming, Father Abraham, with three hundred thousand more."

Four full years and more Rebellion kept in flame his blazing brand,
Till the blackened wings of Ruin deeply shadowed all the land;
Four full years of blood and battle 'tween the wicked and the just—
Ah! how many noble heroes bit the dust,
Ere prevailed the cause of justice as it always must!

Ay, it did prevail,
Chimed each joyful northern bell,
And we all remember well,
How our voices told the tale
Of victory
Over Lee,
In the joyful hearts that sprung
From each belfry's iron tongue.

. . . . . .

No more tidings to be flying,
From the field;
No more wounded, dead and dying,
No more swords to wield;
No more doubting, no more fearing,
How the strife will cease;
Lo! the snowy dove appearing,
Bears the olive branch of peace!
No more lives or sons to send
To the dreadful strife;
No more parting friend from friend,
Youth from maid, or patriot husband from despairing wife;
But from every Northern home
Rang the tidings: War is ended,
Peace from heaven has descended,

And the boys are coming home—
Yes, the boys are coming home,
Ah! how happy were the rhymes and the chimes
Of the bells;
How the joyful midnight air,
Everywhere,
Shrieked with laughter and delight
At the tidings of the fight,
And the starry vaults of night
Echoed with joyful psalm,
Until city, town, and farm;
Until hillside, glen and lea,
And the ripples of the sea
Flecked with foam
Echoed back, the war is ended,
Peace from heaven has descended,
And the boys are coming home.

Did they all come home again? let me ask,
Tolled the bells that call the children to their daily task,
Did they all come back again from that death-strewn plain?
From our school-rooms not one craven met that rebel foe,
But a band of youthful heroes, every heart aglow,
With the love of home, for freedom went to strike a blow,
How we cheered our youthful heroes when with glad hurrah,
They departed; how we trembled lest each shining star
Should go down and set forever in the clouds of war.
Long ago the struggle ended, and the clouds have fled;
But we have no more about us every well-known tread;
And the starless darkness tells us our brave boys are dead.
Well we know Centennial carols should with joy be sung,
That each note should thrill with gladness—that each tongue
Should ring out as proud a pæon as was ever rung;
But while gazing on our banner as it proudly waves,
We have seen our dear boys dying—those true-hearted braves,
And our hearts to-day are lying in their Southern graves.
Straightway to these wailful sobs, from their lofty perches
Solemnly rang out the bells of our loyal churches.
'Tis a precept long acknowledged by the learned of the earth,
The existence of a nation, from the moment of its birth,
Is for years a life of terrors; that no nation long has stood,
If its first historic pages are not written down in blood.
Ours, alas! is no exception; our historic pages tell
How our grandsires and our fathers and our own dear brothers fell;
And, if we sustain unsullied what they dying left to us,
Must not we employ the measures they employed to keep it thus?
If the cause of right demands it, shall not we, for such a prize,
Lead, like Abraham, our darling to the human sacrifice?
There are gentle eyes among us, that to-day will weep anew,
For the dear ones sweetly sleeping in their uniforms of blue;
There are wounded hearts among us that will bleed to hear us tell
How they fought for God and country, and for God and country fell;
But the very tears must murmur to the heavens imploring eye,
Let Thy will be done, O Father, it was right for them to die.

Let us then unite our voices in this universal joy;
Let us strive to hide our sorrow for the fallen soldier boy;
And if we must grieve for loved ones on that battle-field of right,
Rejoice 'twas ours to offer such a precious widow's mite!

Ring, then, ring, Centennial bells!
Let the echoes and the breeze
Waft the tale your music tells
To remotest lands and seas,
For those patriot men of old,
Ring!
For their precepts pure as gold,
Ring!
For the free flag of the brave,
Ring, O ring, Centennial bells!
For the soldier boys in blue,
Ring!
For their brave hearts, tried and true,
Ring!
For the Union they maintained,
For the victories they gained,
For the millions they unchained,
Ring, O ring, Centennial bells!
For the dear unnumbered dead,
Toll! toll!
For the precious blood they shed,
Toll! toll!
For the tears that fall to-day,
For the martyr dead where they
Rest in peace, the blue and gray,
O toll, Centennial bells!
Ring, Centennial bells, until
To the arches of the skies,
From each mountain, vale and hill,
Songs of joy arise.

Roll your thunders, brazen lips;
Dip your colors, winged ships;
Join the overwhelming mirth,
Land, and sea, and sky, and earth,
Swell the chorus of the song
Loud and long.

Swell the burst of honest praise
For this happiest of days,
For the coming — coming — coming
Of these glad Centennial days.

Till America shall ring
With the greeting song we sing:
Welcome, O welcome, Centennial Day!
Gaily we greet thee with garlands of praise;
On thy fair altars our offerings lay —
Welcome, thrice welcome, O gladdest of days!
Welcome, thrice welcome, O gladdest of days.

AT STAND NO. 3

the exercises were conducted in German. After music by the Myer's Cadet Band, Paul Schlenker opened the exercises with prayer.

The Monroe Cornet Band followed with a finely executed piece of music. L. H. Pike, Esq., read the Declaration of Independence. Music by the Monroe Cornet Band.

MR. MARTIN FRIEDBERG

then delivered the following address:

We have assembled in grounds on foreign soil to celebrate the centennial anniversary of liberty, but as exiles, who moisten their exile with tears of homesickness; not as a class of people who are tolerated, merely — who purchase their right to stay with their honor; not as men who try to receive forcible recognition of their views and of their culture. We celebrate this great day as Americanized Europeans, who extend the hand of fellowship as men and fellow citizens to the Europeanized-Americans. It would be wearing the mark of hypocrisy to the law of an adopted father-land if we desired that our enthusiasm for this day would be of a different nature than that of a native American. For while the former has grown upon liberty, and have never known tyranny, we have been obliged to separate ourselves with bleeding hearts from our home, because in it the highest good of man, freedom in speech, action and thought, was denied.

But as even the exile's son rejoices in the welfare of his father's home, so also into our jubilee of to-day the wish is united that in the land of our youthful memories liberty might establish her throne; that liberty, whose sojourn of a hundred years in this country we celebrate to-day, and not that liberty which consists in chimera, and expresses itself through unmanageability, but the independence of a rational, mature mind. Not an especial favor of heaven, not a game of chance, makes a people free, rich and strong, but liberty, wealth and power depend upon love of country, industry, and the morality of citizens. Hail, to that people which understands and honors this condition of its development. Now with pride and joy we can exclaim it to-day, and echo carries the call from hill to hill, that this call finds a living, nullified echo. The results of American history are a song of triumph to the highest honors of the citizen.

The wealth of historical reminiscences forms the root from which springs the spirit of the people, and from which it secures its most noble nourishment. Although we, as immigrants, are not able to call the phrases of American history our antecedents, in the pure sense of the word, yet they have, since they have enlarged the national idea into a cosmopolitan through the proclamation of the universal rights of humanity; and for this they deserve the highest degree of our thanks and praise. The limited time which was allotted me for collecting and developing my thoughts, and the narrow limit into which I am to gather them, do not allow an extensive historical review of the settlement of this continent, and, from this source, a developed rise of State existence. A hasty glance at the elevated characters of American history must suffice to represent to you the episodes in which they lived, and whose image they bear. And here we call to memory first that noble man who first discovered the soil on which we celebrate our jubilee to-day; and I certainly do him no injustice if I call him the first revolutionizer who, in the history of our continent, deserves to be mentioned. In the contest against the whole literati of his time he has forced into recognition the possibility of the presence of that part of the world upon which we stand, and through one of the boldest events of history has elevated it to a certainty. With the eye of Virginius he recognized the necessity of the continuance of the surface of the earth this side of the ocean, and glowing with the

desire to show in reality the world which was lying in his mind, he battled nearly half a generation with the shortsightedness of his contemporaries in order to make the attempt, the mere occasion for the solving of this great geographical problem. As a revolutionizer in geography, he has opened this immense territory for a commercial and political revolution, and since the despots of the old world probably have no cause to revere his memory, because without his discovery there would probably be at this time not a foot of earth upon which the word liberty could be uttered without fear, therefore in our midst the cry "Honor the name of Christopher Columbus" shall resound from near and far.

The barbaric institutions of Europe, religious and political persecutions, as well as real misery, done in the Sixteenth, Seventeenth and Eighteenth Centuries, the elements of population across the ocean whose descendants were destined to execute the great work of liberation.

The American Revolution constitutes a rare phase in general history. That a weak colony, which had scarcely shown the first sign of life, should attempt to battle with the mightiest nation of the world, without ships, without a regular army, without munitions of war; and that on account of a mere principle, that opened a chapter in general history at which the monarchs of the old world began to tremble. Bounded as the host by dense forests which seemed as a home to hostile Indians, the east watered by the ocean, whose waves carried the enemy's fleet, the Colonies arose in the majesty of their just cause and declared war upon the proud Britons. It is customary on the anniversary of Independence Day to recall the injustices which the Colonies had to suffer, but I believe that prouder and nobler views are connected with our celebration of to-day. Above all things we should consider that the real motive of that war for liberty was not so much in the unbearable despotism of England, but rather in the great principle and the undisputed duty to resist every unjust usurpation of power, be it ever so small. Other nations, also, have severed the bond, but first after that of tyranny had left them nothing worth living for; first, after death had lost its terrors for them, then, with the courage of despair, they plunged among the spears of the enemy and broke their fetters over the heads of their tormentors. But it was the small tax of three pence in tea which, since it was levied unjustly, lighted the fires of the Revolution. Not the fear of the financial loss which might result from this tax, but the assurance that the submission to such a law must reduce them to slaves, drove the men of 1776 into decisive action. It was the spirit of liberty and of human consciousness which, in the Declaration of Independence by thought, in the war for Independence by action, came into execution, and whose mission will not be fulfilled until all nations of the earth shall have thrown off the yoke of princes; until the idea "majority and subject" shall produce in the human mind terror and horror.

"Extraordinary times produce extraordinary men," but such a line of noble, unselfish heroes, patriots and statesmen as surrounded the cradle of this Republic, no other historical period can show. Let us dedicate the first words of memory, of gratefulness, and worship, to the noblest among the noble — George Washington! He stood in the dark cloud which so often in those days settled upon the hopes of the colonies like a solid rock. He brought harmony out of discord; he changed weakness into strength; he created means when there were none. What he was to this Republic in her infancy, as a general and as a states-

man, will live for all time. The Englishman forgets his natural hatred, and the revolutionist lays aside his dislike for Republican principles, in order to give tribute to the man who was "First in war, first in peace, and first in the hearts of his countrymen." At his right rises before our view the man who in infancy removed the boundary line from between poverty and riches, the unknown and the known; who, as man, disarmed lightning, and who tore the scepter from the tyrant of his fatherland; who, a man eighty years old, did not fear the dangers of the ocean, nor the sufferings of an incurable disease, when it became a duty to give his services to his country — Benjamin Franklin! The shining trinity on the horizon of American history is completed by the addition of Jefferson, the immortal author of the Declaration of Independence. He certainly was the most far-seeing statesman of those days. He felt the danger that after the throwing off the old despotism a new one would spring up in our own country, if it were not excommunicated from the political circle in the beginning; and for that reason he added to the Declaration of Independence a clause condemning slavery. But the same State which eighty-five years later was the first to raise the hand of a brother against us, protested against this confession of faith, and the clause of liberty, under the pressure of outside danger, was stricken out. Although heartily endowed with the wish and the hope that the waves which were rising so high then might wash away under the universal enchantment the last remains of abhorrence and hatred among single parts of our glorious republic. For that reason I considered the mention of the above historical incident necessary in order to clear the men of the Revolution from the unjust suspicion that the feeling for humanity did not extend to all people without distinction of color. Should I continue to present to you the leaders of incidents of 1776, I should be obliged to enlarge my oration to a historical presentation. Like a father who sees his beloved child hastening toward an abyss, powerless to warn or check it, so Jefferson and his companions in thought must have felt and that the contest between slavery and free labor would be an internal struggle — yea, a war among brothers. The dread hour came! A people in a war against itself! Torn were the sacred ties by the passions of political parties! The father sends the deadly lead into the hostile line, and hits — his own son!

Get us away from this dark period of our history, bring on the mild, friendly picture of the man who at that dread period stood at the head of the nation; who honestly and conscientiously has brought the conflict of liberty with slavery of the closest sight with the most dreadful accompaniments to a happy reunion; Abraham Lincoln! who burdens labor with the sin of slavery; who considers slavery as unworthy of the freeman, he sins against the spirit of humanity; he is the deadliest enemy of progress and liberty. Labor is the life of nature, and to all men her highest freedom. This was the confession of fact with which the Northern army went to battle, and for whose proclaiming and spreading the news never to be forgotten Lincoln sealed as an apostle with his own blood. Who was this Abraham Lincoln? Certainly this question appears wonderful to every one who in that extraordinary man perceives only the politician and statesman; but we cherish his memory with the words, he was the son of a laborer and a laborer himself. With the axe in his hand he helped when a boy to clear the forest and to create blooming fields in its place. They were difficult and severe battles which by a change of a toilsome backwoods life he had to conten wit h

to reach a nobler being ended with his martyred death. Educated in the hard school of life he was and remained a man with a true, pure heart. His unselfish life was dedicated to this country, the cause of his people, the noblest aims of true humanity. That was Abraham Lincoln, the truest, most faithful representation of the character of the American people.

The American people are often reproached with national exclusiveness, selfishness, and that if all philanthrophy, all talents, all the productions of this country should suddenly disappear, no other people would feel it less. We answer this reproach with the question: Is it selfishness to have created and maintained a reputation of government, under which personal liberty, freedom of opinion, and common justice has been assured to all? Is it meaningless for humanity that countless reform in civil and commercial jurisdiction have been realized, which even to-day are only theoretically realized by the leading statesmen and political economists of Europe? Does it betray one-sidedness that this Republic was able in that dark hour, in war and peace, to call men to the head of government who were able to stem the influences of the times? Do they remain aimless for humanity, the examples of unselfish patriotism, political precaution, and virtues in public life? Did the oratory of a Patrick Henry, of a Daniel Webster, of a Charles Sumner, not find its way beyond the boundaries of this country? Does not every steamer which crosses the ocean proclaim the spirit of American invention? Do the American divisions in the Philadelphia Exposition stand there few in number? Does not the iron cord which unites the oceans represent the last chain in the law of the world which draws civilized people to the West? And is not this link intended to play a prominent part in the transactions of the world, not looking at it from a national or patriotic standpoint? May the recollection of these great statesmen, heroes and friends of liberty, which they have awakened in us at this time, move us to keep what they have gained for us; and while we enjoy the splendor of the plan which is the foundation of this government, therefore we must endeavor to keep at a distance the dangers which might bring its burthen. We must also try to exercise the virtues of citizens, which shall fortify it in order that we may transmit its entire greatness to the generation to come.

But what dangers could threaten this land, so rich in natural resources, which rejoices in a blooming industry, a system of schools open to the son of the laborer, a mild form of government, and is the most liberal in its freedom of speech and press; which is strong internally and strong externally? And still such dangers threaten. I do not like on such a day, set apart for joy, to bring up discordant sounds. But as we can only call him a reliable friend who shows us the mirror of truth, so also he is the true patriot who aims to discern and do away with the faults of his mother country. The transfer of the spirit of gain upon the political field, in one word, corruption and its followers of debauchery, luxury and hypocrisy, begins to make strong its ruling influence in political and social life, and calls every good citizen to be at his post. As it is in Europe most of the wars are carried on because of the dynastic aims, and the hatred of the people against each other is only in the interest of the sovereign, so also here the ruling party feeling is in a great measure the work of avaricious, power-seeking politicians, and of their corrupt organs. They forgot, or do not wish to be reminded, that they, before they could justly take their position in a party,

must, above all things, be able to show themselves good citizens of the Republic. But to them the power of the party is above the power of the land. Conspired with the only thought to further their personal interests, they are ready to sacrifice those of the community. The last few years, I am very sorry to say, are rich with illustrations of that kind. Oh, may the powerful echo of this centennial year which is this day celebrated from the Lakes to the Gulf, from ocean to ocean, also penetrate into their minds in which, up to now, the words, "love of country," has not been allowed; and may it cause them to give their talents, their strength, their energies to the preservation of our institutions!

You, men, who are here assembled, and whose hearts to-day beat higher for their adopted country, oppose every attempt to lessen your rights, like men, and watch them with jealous eyes. This Republic is the latest, perhaps the last, experiment of self-government. Future generations demand at our hands that liberty which we have inherited from the past; and unabridged we will preserve it for them. And you, mothers, I conjure you by the love to your children, teach them, when creeping at your feet, to recognize freedom and love of country as the highest human possessions. And as Hannibal, when a boy, swore eternal vengeance to the enemies of Carthage, so inscribe upon your hearts, with indelible marks, the words of our great poet:

"Ans Vaterland, ans theure schliess dich an,
Das halte fest."

Then he who at the close of the next century shall address the American people shall be surrounded as I am by a free and happy people.

The audience was dismissed with the benediction, and thus closed the exercises of the day.

THE GROWTH OF CITIES.

Cities are organisms that grow up as naturally as men. They develop where human faculties are most effective, and because these faculties can be more effective there than elsewhere. Like men, too, they are mutually helpful. London could not have grown to be what she is without the aid of Birmingham, Manchester, Liverpool, and other great cities in her neighborhood and in other parts of the world. Proximity to these has given her, and sustained in her, more than one of the millions of her people. On the other hand, London has not failed to return to her sister cities the full measure of benefits received from them. As all the principal cities of the world contribute to the support of London, so they all take tribute of her. Honest commerce gives forth equal benefits, and no commerce that is not honest can be permanently successful.

The earliest great cities were built by a race of men inferior to our own, to-wit: the Mongolian Chinese. Their means for commercial operations—navigable rivers and canals—though imperfect, enabled them to centralize commerce so as to build up cities containing a million or more of people; but, with insufficient unity of government and interest to draw commerce to one great center. Subsequently, Caucasian and mixed races centralized the commerce of their several national dominions, on the Tigris, Euphrates, Nile, Ganges, and other navigable rivers. These were commercial centers, chiefly for the nations which made them their capitals, for, at that period, very little commerce between nations existed. The early cities of the Mediterranean Sea were the first that were made centers of any considerable international commerce; and this was chiefly confined to the waters of that sea. In short, trade, in early times, was confined to very limited regions. It was local and isolated. Gradually, it has grown to be more general, and its leading centers have become more populous and powerful, until, now, a center for the commerce of the whole world challenges discussion.

The invention of the mariner's compass united, in a measure, the great continents, and brought all lands within the views of commerce. The earth was sailed around, and all its prominent characteristics became known. Slowly, at first, but faster and faster, the productions of different climates and different conditions of people were brought to shipping ports and exchanged. Now, the new and wonderful instrumentalities, steam and electric telegraphs, are making all peoples into one commercial family, and concentrating their commerce in great centers—as London, Paris, and New York. It is a question of great interest whether one of these is to be the acknowledged heart and brain of the world's commerce; giving to the word commerce its widest signification. As yet commerce has not become organized as a complete unit, and, therefore, has not a universally acknowledged central city; though its development, within the last fifty years, has rapidly tended to centralization in the Island of Britain and the city of London. Paris is, and has long been, the acknowledged social center of the world, due to its supremacy in the elegant arts and the amenities of high civilization.

Where will, probably, grow up the great cities of the future? I say, probably, for new elements may come into the calculation that are now unknown or unappreciated.

I shall assume that a city is an organism, springing from natural laws as inevitably as any other organism, and governed, invariably, in its origin and growth, by these laws. I shall also assume, and endeavor to prove, that these cities are to be on the North American Continent, and not far distant from the center of the industrial power of this continent, *when well peopled and its resources well developed*, and in positions of easy access to commerce with other peoples with whom we exchange productions.

The growth of a city is analogous to the growth of a man. The first and greatest necessity of a human being is food. The next is clothing; after which comes shelter and fuel. Food, clothing, houses and fuel. These are the prime and essential requisites. There can be no civilized life without all of them. But these are products of labor and skill. Where can labor and skill be used to greatest advantage, in the production of those necessities? The solution of this question will go far to fix a natural location for a great city.

But there are other necessities of *high* civilization, without which there can be no *great* city. There must be easy communication between it and other industrious and populous communities; good navigable channels, and, in our day, good roadways over the land. There needs be cheap and quick means of transportation, in order to effect that facile interchange of commodities which sustains high civilization. In discussing the question of the location of the future *greatest* city, it will be assumed that our continent will be settled by an industrious population, and most densely inhabited where food and other primary needs are most certainly attainable, and labor receives its best reward.

It is difficult for many persons to bring their minds to contemplate, as possible, a future differing materially from the present and the past. It is only those who have studied the course of human progress, and its tendency towards a more perfect society and a more general union of races, in commercial operations and social relations, who can appreciate, at their proper value, facts and arguments that go to show results differing from, and greater than any heretofore manifested. As men become more enlarged in their views, and have a true comprehension of the laws governing matter and mind, they become fitted to more extended relations with their fellow-men. It is the same with societies and nations. They have more and more points of friendly contact, so that tribes grow into nations, and nations are enlarged to embrace all homogeneous races. As nations interact and mingle, international amenities ripen into a feeling of brotherhood, so that it is only following out the course of events to anticipate, as the crowning result, one great center — one city of the world — which shall be the acknowledged focus and radiating point of its wealth, intelligence and moral power. Such cities London and Paris are striving to be, and, in a qualified degree, are. They will approach that condition, when, in a few short years, there shall be communication by connecting telegraphy with all quarters of the globe, so that people the most distant may hold daily intercourse with each other. These cities, for a time, will remain the world's acknowledged chief centers for thought and action, and with increasing power.

But events in our time evolve rapidly, and especially in city growth. In a period of no more than half a century, the western movement of population and wealth, in one swelling tide, will have increased the power of the chief city of the Western Continent to a degree enabling it to overshadow the greatest European capitals. London and New York have each an established rate of increase, as proved by successive enumerations, in each decade of the current century. London has grown at a rate that doubles its number once in forty years, commencing in 1801. Carried forward through three duplications, it exhibits the following results: 1801, 950,863; 1841, 1,917,726; 1881, 3,835,452; 1921, 7,670,904. New York, commencing in 1800, with 60,489, has, with its dependent suburbs, doubled its numbers, on an average, in 15 years. Carrying that rate of increase up to 1920, its numbers will be 15,484,784. This will be considered an incredible result. With present and improving means of communication, the ability to grow and support great cities, as the country becomes populous and rich, must be admitted. Even with present means of transit, the outer boundaries of city and suburban residences extend tens of miles from the business centers of our cities. A radius of fifty miles will not be too extended to embrace, before the end of the present century, the people drawing their chief support from great cities. Within two hours' time all within that radius may be carried to or from the chief business center and their homes; most of them within one hour. There is nothing, therefore, *in the greatness of this number*, to warrant distrust of its attainment. If its growth shall be checked, it will not be because our cities, *generally*, will receive a smaller proportion of our popu-

lation than heretofore. It were easy to prove that the proportion will be increased. If New York fails of its proportionate growth, it can only be because western rivals gain at her expense.

The movement of men and money, in a constantly broadening and deepening current, from the Atlantic States, westward, into the interior of our continent, compels us to anticipate a successful rival, to grow up within that broad plain embracing the basins of the St. Lawrence and Mississippi, and the country north of them. We are also compelled, by the evidences furnished during forty years, of the power of lake cities to concentrate the commerce of the great plain, to believe them destined to secure the location of the great interior city. More and more they have drawn trade from the great river valleys of the plain, proving the superiority of their position to that of cities on the borders of the great rivers. The general directions of the lakes being east and west, and so in the line of the great commerce of the world, gives the cities on their borders, placed in or near this line, very great advantages over all others.

There is a philosophy of climatical influence, on the character of man, animals and plants which can be well developed, exemplified and illustrated, only, by a familiar knowledge of these departments of natural history. As I have not that knowledge, I will only express my belief that the best possible climate, for the attainment of their highest and best characteristics, is that which requires the exertion of their utmost powers to *overcome* the obstacles which it interposes to their development, in a region where the natural capabilities of the earth are such as to give the stimulus of success to reward such exertion. Caucasian man has proved that climate, for himself, and the animals and plants promotive of the highest good, to be within a few degrees of the annual isotherm of 50° Fahr.

THE ZONE OF GREAT CITIES.

Disturnell, the geographer, in a paper read before the American Geographical and Historical Society, of New York, in 1860, on the influence of climate on the growth of great cities, gives a list of cities, with their population, in different *zones of climate*. In the middle, having a mean annual temperature between 48° and 52° Fahr., his list embraces most of the great cities of the world, having an aggregate population of 9,233,984. His list of cities in the northern zone, having a mean annual temperature between 40° and 48° Fahr., embraces an aggregate population of 2,819,418; and in the warmer zone, having a mean annual temperature between 52° and 60° Fahr., an aggregate of 5,850,000. The zone of temperature between 48° and 52° is a narrow belt, which passes through Astrachan, Odessa, Vienna, near Paris, through London, Liverpool, Dublin, New York, near the south end of Lakes Erie and Michigan, through Omaha, on the Missouri, and bearing south on the elevated plateau of the continent, thence takes a north-west direction to the Pacific, at the south end of Vancouver's Island. This zone is much wider in central and western Europe, and on the Pacific coast, than elsewhere. Its course through Asia is nearly on a line of latitude of Pekin, and is not wide. The cities of the warm zones are making a slower growth than those of the coldest zone; but those in the middle temperate zone are growing much faster than either of the others. For example: London is put down at 2,357,765, and now contains over 3,250,000. Paris is set down at 1,153,262, whereas a recent enumeration gives it over 2,100,000. Chicago is set down at 100,000, and now has three times that number. New York and Brooklyn are set down together at 835,000, whereas they number at least more than 1,350,000.* Other cities of this list have shown a similar growth. It will not be an over-estimate of this favorite city belt to set down its present city population at 20,000,000. This is greater than the city population of all the rest of the world, which is approximately estimatedasfollows:

In the Cold Zone, north of an average of 50° Fahr	4,000,000
In the Warm Zone, south of an average of 50° Fahr	8,000,000
In the Middle Zone, between the above lines	20,000,000

* By the census of 1870 New York and its suburbs, within a radius of twenty miles, contained a population of more than 1,650,000.

The current of population follows, nearly, lines of equal temperature, with a tendency to move from excesses of heat and cold toward the zone of 50° Fahr., mean annual temperature. This zone, according to Disturnell, has a mean width of less than two hundred miles. Its north boundary line in the United States passes through or near the cities of Albany, Detroit, and Chicago, and thence westerly on a line north of west to Vancouver's Island on the Pacific. The south boundary line, in North America, passes through or near the following places: Philadelphia; Columbus, Ohio; Springfield, Illinois; St. Joseph, Missouri; Santa Fe, Great Salt Lake, Dalles, Astoria. In Europe, its north line passes, from a point a little north of the Caspian Sea, westward, through the cities of Posen, Berlin, Hamburg, Newcastle, Glasgow and Belfast. Its south line passes westward from the outlet of the Sea of Azof, near Buda, Munich, and Orleans, to the Atlantic, at Brest, in France.

I give* below figures made up from the United States census of 1860, exhibiting the operation of the power of climate on city growth, with the belt embraced within the annual isotherm of 45° and 50° Fahr. This zone, varying in width from 120 to 200 miles, embraces but a small portion of our country, but it concentrates within its limits a much greater city population than all the broad expanse on both sides of it.

The power of climate to control human movements and habitation, and to concentrate population in the region best adapted to the development of the best energies of man, is manifested more and more as knowledge extends, and the means to remove to such best region, become more and more ample. The tide of human movement is westward. It has culminated, or is culminating, in Europe, on its extreme western verge, in the middle climate zone, in the great cities of England, Germany and France. New York, Philadelphia, Buffalo, Cleveland, Toledo, Detroit, Chicago, Davenport, St. Joseph, Omaha and Denver are on the route of its future movement. This fact may be of great importance to persons seeking new homes.

There has been a prevailing error respecting the relative merits of climates, in the production and modification of the best plants and animals for the use of man, and, by their use, of the best race of men. Many suppose that an equable climate, having the least deviation from a uniform temperature, is the best for man and the productions which go to make up human growth and social development. Others believe a warm climate with moderate variations of temperature most favorable to human happiness and political progress — a climate existing chiefly between the tropics and latitude 38°.

In the infancy of society, those views were more nearly correct than they are now. In the early stages of progress from a savage toward a civilized condition, a semi-tropical climate was evidently best calculated to enable the first steps to be taken toward a civilized condition, Tropical men, near the ocean level, lived with little need of exertion of body or mind. Fruit, growing without his labor or care, supplied him with food; clothing was not needed to guard him against cold. Little labor was required to give him all needed shelter. And so, there being no necessity to labor, or to invent, he lived, and he still lives, in a condition but a few grades above the beasts which surround him. The man of the warm climate, outside of the tropics, has need of more exertion and contrivance to save him from the pangs of hunger and cold, and so he, from necessity, developes more active faculties, and becomes more of a man than the man of the tropics; yet a moderate amount of exertion and contrivance serves his turn, and he progresses slowly toward a higher civilization. Next, above the man of a warm

* Sum of the population of cities of over 10,000, by the census of—

1860...	Within the belt above described	4,312,700
	Out of the belt, north and south	1,961,729
1870...	Within the belt	6,306,781
	Out of the belt, north and south, including Canadas and California	2,606,052

It will be seen that the census of 1870, published since Mr. Scott wrote the above, shows that *an increasing percentage* of the city population of the United States and the Canadas is embraced in this isothermal line.—Ed.

climate, comes the man of higher latitudes, and countries but little elevated above the ocean level. His climate is, comparatively equable, but has enough of the cold of winter and the heats of summer to make it necessary for him to put forth a large measure of activity and contrivance to keep comfortably fed, clothed and sheltered. The man of north-western Europe has made greater advances in power, by virtue of his necessities, and the blessings resulting from them, than the man of the lower latitudes, whose wants are less numerous and urgent. But he is not the best possible man. There is a climate which has the capacity to produce a better man. That climate is characterized by Humboldt as an *excessive* climate; and, also, as a *continental* climate. It is a climate of extremes of heat and cold, of very hot summers and very cold winters, accumulating during the cold of winter a nervous susceptibility in animals, and something analogous in plants, which enhances the effect of the great summer heat, in the evolution of vegetable growth and of animal activity and power. It is believed to be historically true that the best race of man, and the plants and animals best adapted to maintain his superiority, originated in a continental climate, having a great range of temperature. When he has changed his residence, and made a new home, in hot or equable climates, he has, uniformly, deteriorated in character, and it has been, only, when he has migrated to a climate like that of his origin that he has made the best progress in civilization and true manhood. The elevated regions of this excessive climate, in the middle latitudes, are believed to be the best for this race of men. North America affords a larger area appropriate for the development of this race than the Eastern Continent. In this continent will be brought together the largest and most active portions of this race, and on its great interior plain will grow up the greatest aggregation, the greatest nation, the noblest empire of man, and the greatest city. Its climate gives the greatest nervous and muscular power to man, and the animals best adapted to his wants. It enables him to grow the greatest variety of best cereals, the best fruits, and the best animals for his use, as well as the best material for his clothing and shelter. No other region of the globe, of like extent, can equal it, in its capacity to produce the best fruits adapted to the health and enjoyment of the best race of men. Humboldt, in his "Aspects of Nature," testifies to the superiority of the grape grown near Astrachan, in the excessive climate of eastern Europe, near latitude 46°, over the best table grapes of Spain, Italy and France. Some of the best apples and pears in the world, originating in accidental seedlings due to the climate, are grown in the United States. There are small portions of interior Europe and Asia in which the continental climate may equal, in life-giving power, the best portions of the United States, but they are less favorably placed for commerce, external and internal; and they live under inferior political organizations.

The best climate and soil for the best race of men in North America are, in extent, ample for the support of all of that race now living, and all its augmenting numbers for centuries to come. It contains, also, climates and soils adapted to the constitutions of other and inferior races. The black race not only has health and a rapid increase, in the warmest portions, but it improves in moral and physical condition; and there are considerable sections where Asiatics, Mongolian and Malay, will probably find a convenient resting-place. The rapid movement, in the direction of unity of commerce among the human family is not inconsistent with diversity of race, location and occupation, but is in accordance with them. Two modern agents — steam and electricity — greatly favor the movement, and we may confidently expect, not only a great extension and improvement of these agents, but the introduction of others of still greater potency. More than ever before, the near future is pregnant with great events. Even the next generation may cease to wonder at the advances, in power, of their fathers, in the much greater progress of their own time.

With the present agencies, and in the present inchoate condition of the unitary progress of the world's commerce, London comes nearer being its heart and brain than any other city. Until New York becomes more populous and rich, she cannot hope to to give the chief impulse to the world's commerce. But, so surely as the laws of nature vindicate themselves, in the production of

their recognized effects, so surely will New York supersede London. Before the year of grace, 1900, thirty-two years from this time (1868), the writer believes that New York will commence her career as the world's central city.

How long will it be before one or more of her western children will dispute her supremacy and dethrone her ?

Let us calculate the progress of the western movement of empire. Let us estimate the increase of population and wealth, as it flows westward, and learn, approximately, where will be the center of its power in 50 years, in 75 years, in 100 years.

As a basis of this calculation it may be well to note some principles and facts, either self-evident or too well established to need proof.

Commerce will meet to exchange equivalent values and tonnage at the place most accessible and convenient.

This principle applies as well to continents as to neighborhoods. It is a fact that home commerce, in every civilized nation, is many times more important and multiplied in its transactions than foreign commerce. This predominance, in amount and value, in countries of great extent and diversified productions, is great in proportion to range of climate and capacity to produce articles of commerce, and the natural and artificial facilities for interior transport; and the predominance increases with the increase of civilization and accumulated wealth.

Let us apply these principles.

It is a well-established fact that the center of industrial power, as well as the center of population, of North America, is moving steadily and inevitably westward of the former and present location; and it can hardly be doubted that it will continue to move in that direction until it shall have approached the center of the natural productive power of the continent, and of its external relations.

It has not been without controlling natural laws that London has become the principal center of the world's commerce. If the various means of transportation are considered, it will be found that it is more convenient for the meeting of commercial products exportable from all parts of the commercial world than any other city; that is to say, it is more nearly *central* to the present commercial power of the world than any other *great* city. It is more central to the home commerce of the United Kingdom than any other commodious port. This is a great advantage, for the home trade of the British nation is very great; many times greater than its foreign commerce. It is central between the commerce of the Eastern and Western Continents, considering how greatly the magnitude of that of the Eastern exceeds that of the Western.

Will it remain central?

There was a time when the island of Britain was on the extreme western verge of civilization and commerce; and, as said by Virgil, divided from the whole world besides. Since that time the tide of men and commerce has moved steadily westward. That tide, in constantly increasing volume and rapidity of flow, continues to move westward. This continuing, the certainty of its reaching a better center of commercial power than London seems inevitable. But, to this end, it must cross the Atlantic. What are the indications that it will, on this side, find its destined place? If it is admitted that London must be superceded, what intelligent man will hesitate to name New York as the successful rival? Forty years ago—in 1830—London, with its numerous suburbs, contained about a million-and-a-half of people. It has doubled its population since, making its period of duplication about forty years. New York, with its dependent population included, by which I mean those supported by the business of New York, and having their residence in suburban places near it, as well as in its corporote limits, will, in 1870, have a population greater than London in 1830. New York appears to have a law of growth which doubles its population in from fourteen to sixteen years. If we allow London a future growth of two per cent. a year, and New York of five per cent., on a population of 3,000,000 for the former, and half that number for the latter, the result will be in 1885, fifteen years from this time, that London will contain, in round num-

bers, 4,000,000. Allowing the same rate of increase up to 1900, the two cities will be nearly equal, New York numbering 4,849,387, and London 4,823,514. The United States, at that time, will contain over 70,000,000 of people; and the British Colonies, bordering the States on the north, will contain some ten millions. Together eighty millions. Long before that year Eastern Asia, embracing the great Empires of China and Japan, with all the coasts of the North Pacific Ocean, will have become practically nearer to New York than to London by means of railways across the American Continent.

The center of commercial power moving westward will, somewhere, in time, be arrested. It will find a resting-place in North America; for it is not to be supposed it will, in its westward course, cross the Pacific to the inferior races of Eastern Asia. Nor is it likely to reach and make a lodgment at an port on our Pacific coast. The vast arid and mountainous regions of the western half of the continent, and the unequaled extent of fertile lands on the eastern half, fix its location, inevitably, on the latter. Will New York, then, be the *permanent* emporium of North America and the world; or will its ultimate resting-place be westward of her position? The writer believes, after giving New York the leadership over London, the final supremacy among the world's cities, will settle on a place by the shore of one of the great lakes, central the the greatest industrial and commercial capabilities, and the greatest extent of fertile lands in the North Temperate Zone of the Globe.

But before entering on the consideration of the claims of an interior city to become, at some future day, the successful rival of New York, as the chief center of the world's commerce, it will be in order to inquire on what grounds, beside the more rapid growth of New York in the past, it is claimed that it will become greater than London.

The main, the controlling reason is that it is getting an increasingly larger home trade than London, because our home population, now greater, is increasing nearly three times as fast. It has been demonstrated, on our railway lines, that the way-traffic between city and city, and station and station, in all the settled portions of lines of any considerable extent, greatly preponderates, in amount and profit, over the through traffic, even where the termini are great gathering points of commerce. No statistics at hand enable me to state what are the proportions of the home trade of New York compared with its foreign commerce, or what proportion of its population is supported by the home trade, and what portion by foreign. If we estimate the proportion of the former to the latter as fifteen to one it will not be overstated. If this is so, then the forty-five millions of people in the United States and British Provinces, making New York their principal commercial metropolis, will be equal, for advancing its growth, to six hundred millions of outsiders living in foreign lands. It is because population and wealth increase much faster in our country than in England, and, in consequence, its home trade increases more rapidly, that New York grows faster than London, and not because it secures a greater amount of foreign commerce; for, in that respect, London is yet far ahead of New York.

The indigenous commerce of the United Kingdom, which centers in London, may now be nearly as great as that of our States centering in New York, as the number of people sustaining it is in about the proportion of 30 to 38. The industry of our people, however, is more productive than that of the people of the United Kingdom, as statistics show a duplication of our wealth in less than ten years, which is about half the time required for doubling theirs.

In the short period of thirty years allowed New York to become more populous than London, our numbers, now thirty-eight millions, will have augmented to over seventy-five millions; while the United Kingdom will only, at its normal rate of increase, grow up from thirty millions to less than forty millions. Before the end of that period the British Provinces, beyond our northern boundary, will have become a part of our commercial system, if not a component part of our nation. These Provinces will then contain ten millions of very industrious, hardy and intelligent inhabitants, swelling our number for the home trade to eighty millions. Surely, in the light of all these considerations, it is not presumptuous or premature to forecast the superiority of New York to London, and

its claim, in 1900, to be, more than any other city, the heart and brain of the commercial world. That a city of that character will, in the regular course of human events, exist, seems to me certain. That it will be developed on the continent of North America, and, finally, rest on the best point on the border of one of our great lakes, seems to me equally certain.

The Continent of North America has a remarkable depression between the Appalachian Mountains, on the east, and the Rocky Mouutain ranges, on the west, and extending from the Gulf of Mexico, on the south, to the Arctic Sea, on the north. This constitutes *the great interior plain* of the Continent, and embraces most of the elements provided by nature to sustain the bulk of the population hereafter to inhabit the Continent. In all its immense length and breadth it is interrupted by no mountain barrier, and has, within its eastern portion, no barren waste. Almost everywhere it is fertile and well-watered. To enable commerce among the people to be more rapid and cheap, it is provided with navigable rivers and lakes to the extent of tens of thousands of miles, and its unobstructed surface may be traversed everywhere by cheaply-made railroads.

The first and greatest necessity of man is food. At what point or points in the interior of North America, can this be obtained, in quantity to feed a large city, at the cheapest rate? It seems to be proved, by the results of the last twenty-five years, that the two most prominent of these points are Chicago and Toledo; as these have been the primary gathering ports of the greatest amounts of the most needful articles of food; and they seem to have such commanding positions for commerce, interior and exterior to our country, as to justify the claim to precedence over all others. The annual receipts of breadstuffs at these cities, for export, has, for several years, exceeded seventy millions of bushels. At ten bushels to the individual, this would feed seven million people. That number, therefore, in addition to their present population, could have been fed, in these cities, at less cost than at any other place to which this grain was transported, *by all the cost of that transportation.* New York, Boston, and other Eastern cities, consumed and distributed most of these seventy million bushels of food, and their various industries were sustained by it, at a cost of not less than ten million dollars beyond its value, in these interior cities. If these industries could have been carried on as well in Toledo and Chicago, as in New York and Boston, those engaged in them, in those exterior cities, lost the ten millions, in consequence of not being at the place where the cheapest bread could have been obtained. But, breadstuffs form but one article of necessary food. Next to them comes meat. It will be a moderate estimate to rate the animal food sent annually from Chicago and Toledo, and consisting of cattle, sheep, live hogs, dressed hogs, beef, pork, cut meats, lard, butter, etc., as amply sufficient to supply the seven million people which their surplus breadstuffs provides for. These articles, valued at Chicago and Toledo, at forty-five million dollars, probably cost the consumers, in the Eastern and European cities, not less than fifty-five million, making another ten million added to the cost of living in those cities that might have been saved, if the consumers had lived in, or near, these lake cities. These and other estimates are not designed to be exact, but sufficiently so to justify the position we take. Doubtless, many of the consumers, in Eastern and European cities, can afford to pay this additional cost of food, in consideration of the more perfect organization of labor, and other advantages, in the older cities. If, then, we modify our estimate of the loss of the seven million excrescent population that are fed on far-fetched food, and make it half what is set down above, so as to reduce it to ten million, the truth will, probably, be understood.

According to Dr. Chalmers "the bulkiness of human food forms one of those obstructions in the working of the economic machine which tends to equalize the population of every country with its food producing power." Converting the corn and the grass crops into animal food has, measurably, removed the obstacle of bulkiness to the extensive export, from the Lake States, to the more expensively-fed population of other countries. Still the fact remains that the consumers of this animal food, and of the seventy million bushels of our breadstuffs, in Great Britain and in our Eastern States, year by year, must pay

the cost of transportation, and profits, from Chicago and Toledo, over and above what would be the cost to them, if located in these cities. It is not too high an estimate to put this additional cost at thirty-three and one-third per cent. The consumers inevitably gravitate to the great centers, where food is gathered in, and there pursue their avocations to better advantage than in the cities which send far for their food. It is important properly to estimate the rapid growth of interior cities, and their ability, in consequence, to consume a large portion of the surplus of agriculture which is now so great. The lake cities, in position and climate, are unequaled for the advantages they offer the immigrant. They are central to the best regions of the earth for the growth of the best fruits, grains and animals, to feed men; and, with these advantages, and a healthful climate, may claim to be the nurseries of the densest population. The food, as heretofore, will attract to it the mouths to feed upon it. Labor *will* seek cheap food with good wages. It has always done so. The lake cities, although but germs of what they are to be, have exhibited, in their growth, the truth of this principle. No other commercial centers have been so rapidly peopled, in their early life. The attainment of cheap land and cheap food has been the chief cause of this large increase.

Next to food, as a prime necessity, comes clothing. The chief materials of this are wool, cotton, lint and leather, for all conditions of people. Wool and lint will be bought cheaper in the lake cities than in the Atlantic cities, and raw cotten as cheaply, in Chicago and Toledo, as at any leading eastern city. As the operative will be fed on cheaper food, the manufacturers of these articles will, for this and other reasons hereafter given, find these lake cities a good location for factories. Situated centrally to the best grass and grain growing region of the continent, Chicago and Toledo will, naturally, concentrate in their markets a large portion of the wool grown in the country. The production of flax and hemp will, probably, in proportion to their use, be as greatly within the commercial control of these cities as that of wool, the climate and soil being well adapted to their growth. Cotton will, probably, in a few years, be grown west of the Mississippi, as largely as east of it, and will find its primary markets, in largest quantity, at Memphis, Vicksburg, New Orleans, and other favorable points on the banks of the western tributaries of the great river. From these cities it can be delivered to the manufacturer at Chicago and Toledo at less cost than to the manufacturing cities of New England and New York.

Next in importance to cheap food and clothing in determining the movement of population, and the points where men will concentrate in greatest numbers, are cheap building materials and cheap fuel. Where in the world has more wealth of lumber been placed on the great highways of commerce than in the pine-lands along all the shores of the great lakes? Where a finer region of hard woods than stretches for hundreds of miles in all directions from the west end of Lake Erie? Where is brick and lime cheaper or stone more easy to quarry than everywhere upon the harbors of these lakes? In short, where upon the globe can human labor provide more cheaply all the needful shelter for its working hives? But in this zone of excessive temperature, cheap building materials might not alone aid to fix the densest population upon it were fuel scarce. Now in the early settlement of a wooded country, cheap lumber implies cheap wood for fuel; and long before the swelling tide of settlement could make this scarce the geologist has indicated the existence of boundless stores of coal all along the line of the favored zone of population into which we have only to enter as into a cellar full-stored for us.

The coal-fields which seem destined to supply the States between the Ohio river and the lakes, are:

First, those of Pennsylvania, which, in quality and quantity, and varieties of qualities, are not excelled in the world. No other hard coals have been discovered in this country equal to the anthracite coals of Pennsylvania. By the Ohio river these coals are delivered at the lowest rates along its shores. A short railroad transit bring them to the free waters of the lakes.

Second, the great coal-field of the State of Ohio, stretching from near its north-east corner to near its most southerly point, and embracing at various

points the most valuable and varied qualities of bituminous coals found west of Pennsylvania. "Briar Hill" coal is a standard brand of this coal, and equally valuable for making iron, or for making heat. In places, as at Straitsville and the Hocking Valley end of this field, the coal occurs in beds of such thickness, excellence, and unequalled facility for quarrying, that the miners are enabled to put it on board cars at a cost twenty-five per cent. below the cost at any other mines.*

Third, the coal-field of South Indiana, from which an excellent quality of block coal has been obtained. It has entered into effective competition with the Pennsylvania and Ohio coals only in the immediate neighborhood of where it is quarried. The cost of quarrying this coal will probably prevent its competing to any great extent with the coals of Pennsylvania and Ohio.

Fourth, the coal-fields of Illinois, which do not develop, either in quality or cheapness to compete, even in Chicago, with coals that come from Pennsylvania and central Ohio.

Cleveland, which is shown by the census of 1870 to be nearer the center of population (if we include the Canadian Dominion with our own country) than any other large city,† has felt the impetus to her manufactures by the receipt of cheap coal to an extraordinary degree. She draws her iron from Lake Superior, to the north of us, and from interior mines south and southeast. It has been found more profitable to bring the coal to the lake shore to meet the ores that come from various sources by water than to ship the ores inland to meet the coal. So Cleveland has gained heavily on Pittsburg as a point for manufacturing iron; first, for the reason just stated, and secondly, because the facilities of shipping the manufactured iron by water as well as by land give the lake cities an additional advantage. This fact shows the power of the lake towns to draw business from the interior towns by means of the competition of the two rival systems of transportation by water and land — the lakes showing more power to produce this result than the rivers. Cleveland has possessed both inherent and adventitious power to make the most of her advantage over Pittsburg. The adventitious power has been the capital which her early reputation for beauty brought her by the influx of wealthy business men from smaller surrounding towns, and the large investment of that capital in the very valuable iron mines of Lake Superior. That iron, and her cheap coal, have been the most important factors in the rapid increase of her manufactures, population and wealth. Her proximity to the oil fields, and the immense development of the manufactures of that product have also added very largely to her prosperity. In the oil trade she is likely to retain her lead, as compared with any of the lake cities. But in the manufactures which are built up by cheapest coal and iron, *in connection with the greatest facilities for the cheapest distribution of the manufactured articles*, she must slowly succumb to such points as Toledo and Chicago. These cities have the same water facilities for procuring iron ores; Toledo has the same advantages of cheap coal, and both cities have superior advantages for the distribution by land of the manufactured products. This advantage it needs but a glance at the map to perceive. And when in addition it is observed that Toledo has artificial water-ways, south and southwest by many hundred miles of canals, as well as by a complete system of radiating railways, the advantage will appear more complete.

By rail the hard coals of Pennsylvania are nearer to Cleveland than Toledo by 120 miles, and nearer to Cleveland than Chicago by 350 miles, yet the fact that the anthracite coal supplies of all three cities are mostly laid in during the

* In Vol. II. of the State Geologist's Report on the Geology of Ohio, "the great vein" of this coal-field is thus alluded to: "This is probably the most interesting and important of all our coal seams. It attains greater thickness, occupies a wider area, and in its different outcrops and phases supplies a larger amount of good fuel than any other. . . . South of the national road this vein acquires such magnitude and excellence that it quite overshadows all the other coal seams of the State."

† The center of population of the United States alone by the census of 1870 is shown to be directly south of Toledo about 175 miles. Taking in the Canadas as a part of the great commercial system treated of by the author, would move the center of population to near Cleveland.

season of navigation, shows the essential power of the lakes to give the cities on their borders an advantage over those which have not free waters to connect their commerce ; for by virtue of the grain and produce which seek the water for cheap transportation eastward in the warm season, a fleet of steam and sail vessels is in constant use to convey these products to Buffalo, Oswego and the St. Lawrence river. These vessels, which can only be freighted to any great extent at primary receiving points for bulky products, must seek return freights. Now, it is well known that the shipments from an agricultural country like that west of Lake Erie are far more bulky than the more valuable freights which are exchanged for them. Therefore, cargoes which will fill up in ballast like coal are sought and carried back from Buffalo to Toledo at mere nominal rates. Thus the hard coals from Pennsylvania are laid down as cheaply in Toledo, and almost as cheaply in Chicago as in Cleveland. In soft or bituminous coals the latter city has had one clear advantage for the past fifteen years by her proxity to a very valuable coal deposit south and southeast of her, for the shipment of which she is the nearest port, and for its profitable use in manufactures the nearest point which has a choice of water and land for the distribution of its products.

The growth of the city of Columbus, Ohio, as affected by the opening of the coal mines of the counties southeast of her, and the construction, but a few years since, of the Columbus & Hocking Valley Railroad to these mines, has been most suggestive of the power of cheap coal to develop manufactures. But already the very superior quality of that coal and the almost unequaled facility its beds afford for cheap quarrying has developed the necessity of an access to water-ways to widen the market for it by its cheap distribution. For that purpose a direct, almost an air-line, railroad is now being built from Columbus to Toledo, on grades that offer the minimum of impediment to cheap transportation. Another is projected and under way direct from the Perry county mines to Toledo. With these roads completed, Chicago, during the summer season, can be supplied with coal shipped from the railroad companies' docks at Toledo more cheaply than by rail all the way from the mines. That coal must be cheaper at the point from which it is shipped than at the port where it is discharged is self-evident. Whichever way this coal may go by rail from the mines to Chicago it must traverse from 150 to 200 miles more of rail track than to get it to the company's docks at Toledo. No railway can carry coal per ton 150 miles as cheaply as it can be carried from Toledo to Chicago by vessels during the summer months.

But it may be suggested that Chicago is not dependent on the Pennsylvania, or the Northern Ohio, or the Hocking Valley and Straitsville coal fields for his supply. This is partly true and partly not true. It is true that coal fields are being developed in Southern Illinois and Indiana from which she has hoped to receive a copious supply of cheap fuel. But it is not true that their quality has been such as to relieve her of the necessity of depending *principally* on coals shipped from Buffalo and Cleveland. And it is a significant fact that *all the railways leading to Chicago from Ohio carry coal past the coal fields of Indiana and Illinois to that city ; and the railroads that traverse the coal fields of these latter States do not bring any coal eastward.* Toledo, then, when her direct coal roads are completed, may fairly claim to be stronger, by virtue of cheaper fuel, than Chicago.

In alluding so much in detail to the power of the Pennsylvania and Ohio coal fields to promote the prosperity of the ports of Lake Erie, which are to be made their principal depots, it may be proper to repeat that the varied good qualities of these coals, as well as the vastness of the beds and their easy access for quarrying, is the conclusive reason why they push their way past the coals of Indiana and Illinois. They not only embrace all the qualities most essential for domestic use, and the ordinary uses in manufacturing, but some of them can be used without coking in the manufacture of iron, as tested with most satisfactory results with the Hocking Valley coal in the iron furnaces of Columbus, Ohio. Some of these coals are also among the best for making gas.

If it shall be proved that the best qualities of coal are likely to be perma-

nently cheaper at Toledo than at Chicago, and cheaper at the interior manufacturing centers east of Toledo than in those west of Toledo, it will add a heavy weight of industrial power on the side of Toledo.

As between Cleveland and Toledo, no advantage as to cheap fuel can be claimed for the latter. They are simply alike in that respect. It is by virtue of its position as a gathering and distributing point of exchange that Toledo's superiority is marked. And it has one other natural advantage over Cleveland in its twenty miles of water front on a broad river, protected from lake storms and easy of access from the lake; while that city is cramped in all its water commerce by the inconveniences of a tortuous narrow river channel upon which business is done, or else upon the dangerous outer docks of a tempestuous lake shore. This advantage of dock room and sea room for vessels will alone exercise a controlling influence in giving Toledo a steadily increasing power over the lake coal trade. It has another decided advantage over its thrifty rival in being on the direct route, both by water and railway, of the commerce between the Canadian Dominion and our most populous Western States. It is the inevitable focus of that trade.

Transportation for the productions of the earth, and for the works of man, embraces all that can be claimed of progress for the development of cities from barbarism to civilization. Transportation, by land and water, in the various modes now in use, and hereafter to be brought into use, is the instrumentality which, in connection with those already presented, will determine the location of the future greatest city, Its location must have advantages for the construction and use of the best instruments for transportation, by land and by water, in all directions. It must be the most convenient place for the meeting of the greatest bulk and amount of commodities, and the greatest number of people. It will be where land and water transportation may conveniently meet, aid, and compete with each other; and where the world's commerce can make its exchanges with most equal advantage to all lands, in proportion to their relative commercial importance. The necessity for uniting land and water ways for commerce narrows the question of locality to the great lakes and great rivers of the North American plain. Which has the greater power to control the direction of commerce? *Assuredly commerce will tend in greatest volume where the competition of the two systems is most effective.*

The lake waters have manifested their superority of their transportation power by building cities on their borders more rapidly than have the rivers. The leading cities of the two systems of water transportation, Chicago and St. Louis, increased in population from 1860 to 1870, as follows: Chicago, 189,528—172 per cent.; St. Louis, 150,091 — 110 per cent.

The five largest of our lake cities, Chicago, Buffalo, Cleveland, Detroit and Milwaukee numbered, in 1860, 324,620; in 1879, 657,155.

The five largest river cities of the interior, St. Louis, Cincinnati, Louisville, Pittsburgh, and Allegheny City, numbered, in 1860, 467,759; and in 1870, 767,272.

Increase of lake cities, 332,535, being 102 per cent. Increase of river cities, 299,513, being 60 per cent.

Previous census returns, since lake cities have had any commercial importance, were not less favorable to them. And it may be borne in mind, in connection with the regular per centage of growth between 1860 and 1870, that the river cities had a very great though transitory advantage, in being made, to a much greater extent than their lake rivals, the depots and disbursing points for the vast expenditures of the war of the rebellion. These expenditures in many of these cities built up great manufacturing interests that have become important factors in their continued prosperity.

Looking at permanent, and not transitory, causes of growth, the river cities, however noble the size they may attain, may now be fairly ruled out of the list of final competitors for the highest position. Of the lake cities Milwaukee and Detroit are evidently barred out of the race by the superior power of position that Chicago and Toledo occupy in relation to each of them. Toledo, though the last to be ranked among the important cities of the lakes, in consequence of

the dense timber-land surroundings which delayed her early growth, is now springing into the commercial arena with a strength of growth not surpassed in the present decade by even Chicago.

The author believes that the lakes will attract to their borders the densest population of the Continent. Instinctively people love an expanse of water. They take pleasure in the sight; they enjoy the fish in the catching and eating; they delight to breathe the invigorating air purified by contact with its surface; they profit by the cheapness of transportation from city to city along the shores, and by the supply of fish-food grown without cost. These lakes hold a central position in the most productive portion of the Continent. With the noble St. Lawrence outlet to the Atlantic they extend westward one third of the distance to the Pacific. Their future commerce is of necessity to be intimately connected with that of Europe, with whose commerce we can connect by water only. To make this cheap, expeditious, and *direct* with the vast future population of this interior plain will call forth all the inventive genius and practical skill of Europe and America. More than half of all our foreign commerce is now and probably ever will be with Europe. Of this a very large proportion will ultimately communicate with the interior through the St. Lawrence river and it ship canals, to and from the lake cities.

If it is true that manufacturing industries will gather where food and fuel and raw products to be transformed are cheapest, and where the routes of transportation are the most varied, extensive and economical, it will be hard to find any other points so commanding in all these respects as Toledo and Chicago. We claim the better position of the former, because it is believed that the center of the industrial power of the country will remain east of her longitude. In making this claim it is not necessary to under-estimate the great destiny of such points as St. Louis, Louisville, Cincinnati and Cleveland. St. Louis and Cincinnati were both important and relatively wealthy cities when Chicago and Toledo sprung into existence. Chicago has almost overtaken the former, and Toledo is gaining rapidly on the latter. The race will in the future be between giants, and whichever in the end shall be least among these will at least be great among other cities. If the struggle may be narrowed down to the point which may prove strongest on Lake Erie, as against the point which has become strongest on Lake Michigan, the combined strength of Cleveland, Toledo and Detroit may be considered a unit as against Chicago. The three cities number now nearly the same population as Chicago. It is believed that in this decade they will show an aggregate percentage of growth equal to that of Chicago; though during the two preceding decades the growth of the latter city was much more rapid. After 1880 the author believes the cities of Lake Erie will show, and permanently maintain, the more rapid ratio of growth; and naturally strengthening each other, that they will so concentrate industrial power upon Lake Erie that one of them will, in the end, rival and dominate Chicago.

In the climate where human brain and muscle have greatest activity and endurance, and where things called for by a high state of civilization can be brought together for use and exchange with least expenditure of time and money, the ultimate city of the human family will be developed. In its early life it will be seen to grow rapidly, by reason of its facility to procure cheap food, clothing, houses and fuel. These advantages continuing, and a higher life than a merely comfortable existence, procureable as well there as elsewhere, its growth will have no check of long duration; but the law of progress, as shown in its first series of years, and decades of years, will probably be the law of its maturing growth, for a period not easy to estimate.

The climate of the lake borders is invigorating and adapted to the best races of men. The breezes over the pure waters of these inland seas, and from the cultivated plains of Illinois, and the well drained woodlands of Ohio and Michigan, will possess the tonic power of the ocean winds. For healthfulness, the positions at the heads of Lakes Michigan and Erie, being elevated six hundred feet above the ocean, are believed to be equal to that of New York. For transportation by water, in all directions, it may admit of question whether the advantage is on the side of the great Atlantic city, or the rivals hereafter to be

developed, on the lakes. If New York claims to have all the oceans and their connecting navigable waters, the lake cities may claim that, before New York shall have brought the center of the world's commerce from London, a good navigable passage for lake ships to the ocean will have been made for the cities of of the great lakes, so as to place them in a position to participate in foreign commerce. But for *interior* commerce, which all concede to be far more important than foreign, the water channels, by lake, river and canal, which are immediately available for Chicago and Toledo, give these cities a great advantage over New York, for they extend in all directions, and have a natural concentration at these points. New York has only a water channel, for *interior* commerce, in one direction, to wit: northward, up the Hudson River; yet this one channel of connection with the far interior by means of an artificial water course, from the Hudson River to Lake Erie, was the main cause of its rapid domination over other Atlantic cities in commerce and capital. This river, with its entering canals, forms almost the only water-way it has for interior commerce.

Transport and interchanges by railways and wagon-roads may be made from Chicago and Toledo, to nearly all points of the compass, almost without obstruction, for long distances. Railroads are most naturally placed, and most profitably used, by the side of the best water-ways. Both these means of transportation seek the lowest levels, preferring to avoid the task of working against gravitation; commercial products, like other matters, choosing down grade rather than an up grade. The Appalachian range of mountains separate a mere margin of our country, lying east of them, from the great body of our lands spread out westward. New York occupies a central position in this marginal section. Two low passes through the mountains — one by the Mohawk river, and the other by Lake Champlain — are the only routes, unobstructed by mountain ranges, which are open to her choice, to afford her railway communication with the body of the nation, west of the mountains. These passes form her best channels of land transport, as well as the only channels of water transport, with the great central plain. Placed on the ocean border, New York can only have a little more than half the land, *within any given radius*, from which to obtain trade, which Chicago and Toledo have. These cities command the lowest passage-ways between the the lake (St. Lawrence) basin and that of the Mississippi waters. The summit-level of the canal and railroad connecting Toledo and Cincinnati is but 400 feet above these cities which are on the same plane. The Wabash canal and railroad which connect Toledo with the Wabash valley, rise but 200 feet above the lake in a distance of 110 miles, before they descend towards the center of the Mississippi basin, by an almost imperceptible grade. The margin of the lake basin is but a few miles from Chicago, and rises but 24 feet above the lake. Towards these low valleys the commerce between the great interior river system and the great lakes naturally flows. The river cities, Cincinnati, Lousville, Evansville, Paducah, Cairo, Memphis, St. Louis, Alton, Quincy, Keokuk, Burlington, Dubuque, Davenport, etc., will use these natural channels for their rapidly growing commerce with and through the great lakes. This advantage, alone, would secure to Chicago and Toledo pre-eminence among the lake cities.

Let us go back a little in our argument. Although London is now a greater center of the commercial power of the world than any other city, it is only measurably so, in a unitary sense. The organization of society, *as one whole*, is yet too imperfect to call for the use of one all-directing head, and one central moving heart. In many things Paris claims pre-eminence, aud many other cities exist almost independent of London. It will only be the *ultimate* great city that will fully unite in itself the functions analogous to those of the human head and heart, in relation to the whole family of man. That ultimate crowning city will be in the interior of North America. "Earth's noblest empire is her last." Berkley was a true prophet. The center of commercial power will carry with it the center of moral and intellectual predominance. Its movement, controlled by nature's great law, is steadily westward. Its semblance, forecasting the future, has arrived in England, and exists in London. Thence, westward, it

can find no resting-place until it reaches New York. That city will stand, for a time, the pecursor, the herald, of the *final* great city of the world, which, within a century, or a little more, from this time, will have been established in the interior, where Chicago or Toledo now forms its nucleus. The same foreshadowing grounds of belief which compel conviction of the future pre-eminence of New York, exist and are potent in favor of the interior city as compared with the Atlantic capital. One hundred years is allowed for the building of the world's commercial capital in the world's best region. One hundred years, at our previous rate of increase, will give four duplications, and six hundred millions! Allowing, however, thirty-three and one-third years for future duplications, instead of twenty-five, and we have *three hundred millions as the result! Of these not less than two hundred and thirty millions will inhabit the interior plain, and the region west of it; and not over seventy millions will inhabit the margin east of the Appalachians.* What proportion of the two hundred and thirty millions will prefer to transact business with each other by crossing the mountains, carrying with them the articles to be exchanged, to New York, rather than to meet each other at the most conveniently located city in their midst? The productions of these two hundred and thirty millions, intended for exchange with each other, *will* meet at the most convenient point, central in time and cost, to their homes and exchangeable products.

Where will that point be? Chicago and Toledo are believed to be the true claimants for this high destiny. Which of these has the best position to become the ultimate great city? In estimating the relative claims of these two young cities to have the greater future, no concession is made to the present popular opinion which would, without doubt, decide in favor of the larger city. I believe that Toledo occupies a better position. Some reasons for this belief have been submitted.

It seems, on examining the two cities on the map of the United States, that Chicago is more central for gathering in north-western commerce. I concede this. If there were no counter-balancing power in the commerce of the States, east of Toledo; of the country east and north of the great lakes, and of the Atlantic, on all its extended shores, and a rival of Chicago at the west end of Lake Superior, to come into the account, Toledo would not be thought of as a successful rival of Chicago. But, for many years, the center of industrial power of the world will be not only east of Toledo but east of New York. As before remarked, it is endeavoring to establish itself in London. It will make a stronger and more successful effort to establish itself in New York. In thirty years New York will become the acknowledged successful rival of London. Within the next fifty years it will have established its superiority over all former rivals. It will then experience the effect of the inevitable law of western progress. The center of the world's industrial power will be on its way westward of New York. After leaving that city, where will be its resting-place.

The center of the population of the United States in 1790, was in Maryland. It has since moved steadily in a direction north of west. In 1850 it was near Pittsburg. In 1860 it was in south-eastern Ohio. If the Provinces north of us are included, the center of population is now* not far from Canton, Stark county, Ohio. If there were no ocean commerce to be taken into the calculation, Buffalo would now be as near the center of the industrial power of our country as any other city, having decided commercial advantages. When the center of the industrial power of the world shall tremble in the balance between New York and its western rival, Buffalo will be too distant from the great river commerce and the great railway concentration of the interior plain; and the center of commercial power of the continent will be too far west of it. The movement of this center of population and industrial power is, undoubtedly, in the direction of Toledo. Before reaching Toledo there is no position, on or near its movement, so favorable to a great concentration of commerce, as to arrest its progress. Cleveland will be the least distant, but her advantages are obviously less than those of Toledo. It will probably be conceded that, if the center of the indus-

*Written in 1868.

trial power of the world ever leaves New York to establish a rival city in the North American plain, it will come as far west as Toledo. Will it move farther; and, if it does, will it rest in Chicago? The reasons for making Toledo its first and permanent resting-place are numerous. The center of industrial power will for many years be nearer to Toledo than to Chicago. One hundred and ten miles will have to be passed over; and when, if ever, that distance is accomplished, Toledo will have the weight of commercial power on her side. All the time when this center is approaching Toledo from the east, and when, if ever, it proceeds so far west as to be nearer Chicago the advantage will be with Toledo. A line drawn on the map equi-distant from Chicago and Toledo, and bearing northward and southward will, extended northward, cut Lake Michigan west of its outlet, and also west of the outlet of Lake Superior. Extended southwardly it goes through Indianapolis and Nashville to Pensacola, on the Gulf. All the country east of this middle line is nearer Toledo than Chicago, and other things being equal should prefer it as the concentrating point of its commerce.

It will be seen on inspection of this line of equal distance that it shows all the great lake waters, except Lake Michigan, nearer Toledo than Chicago; Lakes Erie and Ontario, by over 700 miles; Lake Huron, on the average of its shores, of some 200 miles, and Lake Superior about 60 miles. This is a great advantage, for the annual commerce of these lakes (including Michigan), already in its infancy, exceeds in value one thousand millions of dollars. It employs over two thousand vessels, aggregating nearly one million tons, transporting annually (as represented by Alvin Bronson, a high authority,) twenty-eight million tons. This commerce will be duplicated several times before the time to which our investigation is carried; and its improved and ample water-way to the ocean will have been a long time in use. The interior navigation furnished by lake waters nearer Toledo than Chicago, counting distance along the shores, measures more than four thousand miles.

From the line of equal distance eastward, Toledo has, nearer to her, nearly all the Canadas, all the British Provinces east of the Canadas, two-thirds of the lower peninsula of Michigan, more than one-third of Indiana, three-fourths of Kentucky, half of Tennessee, more than half of Alabama, and all of the sixteen States eastward of those named above. Nearly all the great centers of business on this Continent lie within easier communication with Toledo, to-wit: Portland, Boston, Providence, New York, Philadelphia, Baltimore, Washington, Richmond, Charleston, Savannah, Louisville, Cincinnati, Cleveland, Detroit, Buffalo, Toronto, Rochester, Albany, Montreal, Quebec, etc.; while Chicago only has within its limits (I say *its* limits, for it will be noted that I am dividing the future claim to final pre-eminence in the commerce of the world, between these embryo cities), New Orleans, Mobile, Memphis, St. Louis, Milwaukee, San Francisco, Sacramento, and many minor cities growing up rapidly on the Mississippi and Missouri rivers. Of ocean commerce Toledo will have on her side that of the Atlantic, and Chicago on her side that of the Pacific. Supposing, then, these lake cities competing, in the final struggle, to become the greatest central emporium of commerce, the balance of industrial power seems altogether favorable to the more eastern one. *

What are the special claims of Chicago? First and greatest is a population seven times as large as that of Toledo, which, with the prestige its more rapid development has given it, has enabled it to concentrate capital and influence only to be equaled by its rival after a struggle of many years. Up to this time Chicago has had a great advantage over Toledo in the more rapid development of the country brought within her commercial control, by being made suddenly the focus of a complete system of railways constructed with a rapidity never before equaled in the history of public improvements. These railways, traversing for hundreds of miles, in many directions, fertile prairie lands, requiring but a

* The strong growth of the fine interior city of Indianapolis, with no water connection for commerce, and situated nearly equi-distant from Toledo, St. Louis and Chicago, illustrates the power of railways to create minor foci of exchanges by virtue of the same *law of convenience* to which we have before referred.

minimum of labor to bring them under cultivation, have been, in various ways, the means of effecting a wonderfully rapid settlement of those vast prairies, so that they have already, to a great extent, approached the maximum of their products exportable through Chicago. Toledo, on the other hand, has been surrounded by a dense forest of timber for hundreds of miles, which the tide of immigration for many years avoided. The demand for timber is now opening this forest of rich lands to cultivation, with profit to the owners; so that, with the extension of railways in progress and about to be constructed for the benefit of Toledo, a more even race with the prairie city may be relied on. Indeed, it will be strange if the woodland city does not soon exhibit decided proofs of a higher rate of progress.

The population of the whole country, including the British Provinces north of our boundary, will exceed eighty millions A. D. 1900. To bring it up to that number will not require a progress as rapid as the average rate since 1790. Of this number fifty million at least will be nearer Toledo and Chicago than to New York. If foreign commerce were out of the question, the principal exchanges of the country would be made in Toledo rather than in New York, for the plain reason that they could be made quicker and cheaper. But New York will then be nearer Europe, and all the commerce of the Atlantic south of Quebec. The comparison will stand as follows: Toledo with the advantage of being the more natural center for fifty million at home; and New York with the special advantage of say four hundred million of foreign population, distant from one thousand to twenty thousand miles. Supposing the home trade to be worth fifteen times as much, in proportion to population, as the foreign commerce, the number of people, nearer Toledo, will equal three hundred and fifty million of foreigners in excess of the number actually nearer New York. New York would possess the advantage of having already the capital and other appliances to perform the duties of chief city of the world. What portion of the foreign commerce may fall to the share of the interior city before the year 1900 cannot be estimated, and, for that reason, is left out of the comparison.

It is not claimed that Toledo or Chicago will lead our great Atlantic city in a lifetime. But how will they stand in fifty years—Anno Domini 1920? Before that year there will be several Pacific railways spanning the Continent, and several large cities on the Pacific side of the Continent, gathering in the commerce of the North Pacific, and prepared to carry on a great commerce with the leading cities of the interior plain, and of the Atlantic barder. The commerce gathered in the Pacific cities will meet somewhere the gathered commerce of the Atlantic, centered now chiefly in New York, Boston and Montreal. The best portions of Europe and Asia will strike hands over our Continent, Where will be the place of their meeting? Will it be New York? Our home commercial system will then embrace about one hundred and thirty million. Of this number there will live not less than ninety-five million nearer Toledo than to New York! and some thirty-five million nearer to New York; giving an excess of home population of sixty million in favor of Toledo—equal, in commercial power, to nine hundred million foreigners. New York will not then monopolize our foreign commerce. All the commerce commanded by the Gulf of St. Lawrence and Hudson's Bay may be more conveniently brought into connection with Toledo. There will then be the Pacific commerce, in the track of which, between the two oceans, Toledo and Chicago will be situated. It is not for us to know what extension of the commerce of Eastern Asia with the United States will take place in the coming fifty years. It seems probable that there will be a large migration from Japan, China, and possibly India, to the western coasts of our country. Our undeveloped resources call for all the labor and skill which can be brought from the over-peopled lands of Asia and Europe. Hunger is an imperative master which will bring to the land of plenty many millions now suffering under its power. It would be to leave an important element out of the calculation not to give much weight to the effect this anticipated migration of the Asiatics may have in determining the position of the great central city of 1970—or, indeed, of the city of 1920. The coming fifty years will probably do more for the concentration of the world's traffic than all the years of the past.

It is but sixty-one years since Fulton demonstrated the practicability of using steam as a motive power in navigation, and it was not till many years after that it became much more than an experiment. Now all waters are witnesses of its triumphs. Steam propelled cars and ships will, before the fifty years shall have passed, bring within their power the great body of the world's commerce, and cause all races of men to fraternize in commercial transactions. It is but forty years since the first locomotive on a railway (the Liverpool and Manchester) proved its power to draw with much speed a train of cars. This year, 1868, will scarcely pass before it will triumph over the Rocky Mountains, in its passage across the broad Continent of North America. It is not unreasonable to anticipate that an iron or steel track will, before the end of fifty years, bestride the great Eastern Continent from the North Sea and British Channel, around which the commerce of Europe centers, to the Yellow Sea of the Pacific, the central sea of the commerce of Eastern Asia. It is quite evident, even now, that *commerce moved on land will very soon be vastly greater than commerce moved on the water*, though the means by which both are carried on will be greatly improved.

In large portions of our Continent every acre may furnish food for land commerce, whereas, the oceans and great seas are almost waste places in the lack of means to furnish commercial equivalents. Until a few years past transportation by land has been so slow and costly that cities on the borders of the great seas possessed great advantage of intercourse over interior cities, and, in consequence, almost monopolized the world's great commerce. A revolution is now in rapid progress that will change the relations of these localities, and give to interior positions a controlling advantage over those on the ocean borders. As yet few persons seem to appreciate this great revolution in its power to change the places best for concentrating the world's commerce. Chicago and Toledo unite in a marked degree the advantages of both land and water transport. The coasts of the great lakes, some five thousand miles in extent, offer a large field for home navigation, and the certainty of a commodious water channel, connecting them with the ocean, ensures to them advantages of navigable intercourse with the outer world. When the fertile lands around them become densely filled with an industrious and intelligent population, it is difficult to imagine impending causes that can prevent them from becoming the great centers of the trade of our Continent. The probability of the attainment of such high destiny will, when known, induce men of intelligence to select for themselves and families homes in and near these cities. The climate for pleasantness and health is among the best east of the elevated plateau of the Rocky Mountains. Each has, on the border of its home lake, a fruit climate and soil not excelled, if equaled, east of that plateau.

But it is true that the movement of human power is so surely westward as to make it reasonably certain that New York will become greater than London; if it is true that this movement will carry a great preponderance of numbers and wealth into the great central plain; if it is true that the home commerce of the continent, moved on land and water, is now greatly in excess of its foreign commerce, and constantly increasing in proportion; if it is true that this home commerce concentrates more and more in cities of the interior plain; if it is true that the lake cities concentrate this commerce more than the river cities of the plain; if it is true that, of all the lake cities, Chicago and Toledo grow faster, by virtue of their power to bring to themselves a great primary commerce than any other lake cities; if commerce by land is becoming much more important, in our country, than commerce by water; if all the elements that promote manufacturing industries are there found most abundantly; if all these are true facts, does it not follow, as surely as the day succeeds the night, that the great city of the future will be in our great interior plain; and, with reasonable certainty, may it not be anticipated that Chicago or Toledo will be that great city?

Is it because Chicago is further west than Toledo, and so commands a larger extent of country in that direction, that it has so far outstripped its sisters on Lake Erie: or is it owing to some other cause than a superiority of position? Is not the *sufficient* cause found in the facility of opening land to cultivation afforded by the inviting prairie on all sides of the former, and the difficulty of

divesting the soil of the heavy forest surrounding the latter? To test the relative merit of the *position* of these cities respectively, let us suppose Chicago to have been surrounded by a dense forest, and the whole country within the reach of its natural commercial command, like that which surrounded Toledo in 1832; which, in that condition, would now be the greater? Does any one doubt that it would be Toledo? Again: let us imagine Toledo, at that time, surrounded by a region of prairies, like Chicago, and that from the west end of Lake Erie had radiated that almost magical development of railways, which peopled the States around that city, so that the merit of position, alone, had determined their relative growth. Can there be any doubt that Toledo, now, would be the greater city? It is, then, the praries, *only*, which have given Chicago the preference. It is, then, the forest that has retarded the growth of Toledo. What will be the effect of prairie and forest on these cities hereafter? The prairies will, to a large extent, be monopolized by large holders, be cultivated by machinery, and so be sparsely inhabited. The forest impediment to civilization will every year grow less. Already in considerable portions its removal is a source of profit. It is becoming a source of revenue. It is being divided into small holdings, tending to a greater density of population.

If now the *position* of Toledo has been inferior, *only* because of the advantage to Chicago of her prairies, the inferiority is being removed and becomes a superiority when in addition to the advantage of having the ground in sufficient quantity opened for use, there remains a valuable supply of timber land interspersed and available for the various purposes of advancing art in city and country at home, and for export abroad.

And now may it not be justly claimed that the westward movement of human power will, much within one hundred years, bring the world's great center of commerce to New York, and, if to New York, then to an interior city — if to an interior city, then to a lake city — and if to a lake city, then to Toledo or Chicago, as the natural advantages of position shall finally prove more powerful to favor the one or the other?

One hundred years! What may we not hope of development in that period — long, if measured by the duration of human life; short for the life of a nation, and very short in comparison with the life of the human race. Looking back one hundred years, we find that some 4,000,000 of population of British Colonies have grown to 40,000,000. New York then was about two-thirds the size of Toledo now. Our city population has increased more than thirty fold. Our wealth has increased faster than our cities. One hundred years to come, with the command of steam, electricity, and we know not what other superior agencies for wonder-working, can scarcely fail to produce results of a magnitude beyond the power of the most vigorous imagination to conceive. The cities of western Europe are grand outgrowths of modern improvements, but they will be deemed, in their present condition, rude and small in comparison with the vast emporiums which, in one hundred years, will grow up on our continent.

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HEALTH OF TOLEDO.

The Drouth in 1838—*Causes of Malarial Diseases*—*Mortality Statistics of Toledo*—*The Health of Toledo as Compared with Other Large Cities*—*The Healthiest City in the United States.*

The geographical position of Toledo at the southwestern end of Lake Erie, gives it peculiar advantages in a sanitary as well as a commercial point of view. Its deep and expansive river of clear water, with elevated banks, its clean and well paved streets, its large number of artesian wells of purest water, and a temperature softened by contiguity to the broad expanse of Lake Erie. The swamps and deadly miasms which report had spread abroad in connection with its former history are found to be a myth, and the road leading to the cemetery is not the most thronged avenue.

The town plat of this city was laid out in 1836. Work was commenced upon the Wabash & Erie Canal, and active progress was being made in the year 1838, when one of the most remarkable atmospheric phenomena occurred here that has ever been known in the history of this or any other country bordering on the great lakes.

Dr. Daniel Drake, who visited this city four years after this time, gives the following history:

"The summer and autumn of 1838 were signalized by a drouth of longer duration and greater geographical extent than had been experienced from the first settlement of the country. It extended from the River Raisin or some point further north, round to the head of the Huron River, on the south side of the lake, if not still further east. The country, quite up to the sources of all the rivers lying between the Raisin and the Huron, suffered in nearly an equal degree under its withering influence. On the bay and estuary of the Maumee, according to Professor Ackley, no rain fell from the third day of July until the 15th of October. Doctors Smith and Perkins reckoned its duration at four months. In the upper valley of the Sandusky River, as Judge Cary informed me, the last rain was on the 17th of May, after which none occurred until October. At Tiffin, lower down the same river, the wells went dry before the middle of July. All the smaller streams throughout the whole region were exhausted, and their beds became dusty. The wild animals of every kind found in that region, collected on the banks of the larger rivers, and even approached the towns. Deer and raccoons were numerous between Toledo and Maumee City; quails passed over the town plat; and the frogs of the shallow and sedgy waters of the old bed of Swan Creek, now dried up, migrated in countless numbers through the streets of Toledo to the estuary of the Maumee. The wet prairies of the interior were dried, and the grass of the dried ones withered; the marshes and pools of the post-tertiary uplands; even those of the Black Swamp, from the Maumee to the Sandusky Rivers, were evaporated; their bottoms cracked open from shrinking; the leaves of many of the trees growing in them perished, and, in some instances, the trees themselves were killed. Under this great drying process it was that the ordinary autumnal fever was raised into such an epidemic as never was known before. But its sway was not equal in every part of the region in which the drought prevailed. The excavation of the canal was at that time going on from the mouth of the estuary at Manhattan, up to its head at Maumee City. The laborers, four or five hundred in number, were chiefly Irish, who generally lodged in temporary shanties, while some occupied bowers

formed out of the green limbs of trees. It does not appear that a greater proportion of these operatives suffered than of the resident population, but a far greater proportion died. Professor Ackley mentions a circumstance which deserves to be recorded. One contractor kept a liquor store and sold whiskey to all whom he employed, which was drank freely by themselves and their families. The mortality among them was very great. Another lodged his operatives on straw beds, in the upper rooms of a large frame house, made them retire early, kept them from the use of whiskey, and nearly all escaped the disease. The occurrence of rain about the middle of October, with a subsequent frost, put an end to the epidemic."

The occurrence just narrated discouraged the settlement of the country. The report went abroad that it was unsafe to try to live in Toledo. More than thirty years have elapsed since these events happened. From a hamlet containing only a few hundred people Toledo has grown to be the third city of the State. Epidemics of cholera and diptheria have spread consternation and dread in the cities of the country, while Toledo has comparatively escaped their influence. The new comer of the last twenty years has been surprised to find that his health was not impaired by his residence here. New doctors who hoped to reap a harvest when the expected sickly time came on have waited in vain.

A threatened epidemic of cholera in 1866 caused the city authorities to reorganize the Board of Health with plenary powers to enforce sanitary rules, which powers were further enlarged by the Legislature of the State. The public opinion of the city has ever since that time been with, and sustained the board in its measures to prevent disease, and although a stringent sanitary code has been adopted, scarcely any instances have occurred to render its enforcement necessary. Although many of the cities around us were scourged with that epidemic Toledo escaped free.

The Board of Health claim, with truth, as its statistics will show, that the rate of mortality is less in Toledo than that of any city in the State or country. That even the rural districts of England, which have always been considered as the best, do not surpass it.

The following table, compiled from the official records of the Board of Health, shows the resident population and mortality for a period of ten years:

YEAR.	Population.	Deaths.	Ratio in 1,000.	Of Population.
1866	24,500	426	16.8–10	One in 59.4–10
1867	26,309	375	14.2–10	" 70.1–10
1868	28,000	463	16.5–10	" 60.5–10
1869	29,800	571	19.1–10	" 52.1–10
1870	31,600	562	16.2–10	" 61
1871	33,000	453	13.7–10	" 73
1872	37,000	749	20.2–10	" 49.4–10
1873	45,000	616	13.6–10	" 73.4–10
1874	50,000	600	12	" 83.3–10
1875	50,000	709	14.18	" 70.52
		5,536	15.64	65.27–100

An examination of these records discloses the fact that for the 5,536 deaths occurring during the decade, thirty-three only are reported from remittent and fifty-three from intermittent fever. When we consi ler that our extensive canal and lake commerce attracts large numbers of transient residents who under ordinary circumstances would contract malarial fevers if the causes which excite them existed, we may safely conclude that these causes now act very feebly, if at all, in this city. The accidental deaths for the same period were 339, of which 115 were from drowning.

The following estimate of population and death rate for American cities for the year 1865 is taken from the report of the Massachusetts State Board of Health: *

CITIES.	Population (estimated.)	Deaths per 1,000 living.	CITIES.	Population (estimated.)	Deaths per 1000 living.
New York,	1,053,819	29.10	Reading,	40,000	21.62
Philadelphia,	825,594	21.56	Paterson,	38,898	29.28
Brooklyn,	500,000	24.78	Lawrence,	35,000	27.54
Chicago,	420,000	18.80	Minneapolis,	35,000	16.28
Baltimore,	350,000	20.72	Quincy,	35,000	15.60
Boston,	342,000	26.18	Wilmington,	35,000	24.45
Cincinnati,	265,000	20.39	Atlanta,	35,000	22.57
San Francisco,	240,000	18.44	St. Paul,	33,500	14.17
New Orleans,	210,000	29.13	Lynn,	32,600	20.82
Louisville,	150,000	17.20	Springfield,	31,050	21.44
Pittsburgh,	140,000	21.12	Peoria,	30,639	13.05
Detroit,	116,000	19.70	Harrisburg,	30,000	14.60
Providence,	100,675	19.02	Wheeling,	28,000	17.21
Richmond,	72,639	21.84	Salem,	26,000	23.10
Allegheny,	67,000	12.70	New Bedford,	25,876	24.20
Syracuse,	60,000	18.55	Trenton,	25,700	9.10
Charleston,	56,540	32.97	Fort Wayne,	25,000	17.52
New Haven,	55,000	22.29	Dubuque,	25,000	10.64
Cambridge,	50,000	22.38	Bridgeport,	25,000	13.92
Scranton,	50,000	7.00	Terre Haute,	25,000	13.88
Columbus,	50,000	13.60	Norfolk,	23,000	20.21
Toledo,	50,000	16.18	Somerville,	22,000	22.70
Memphis,	50,000	23.06	Little Rock,	20,475	16.01
Troy,	50,000	10.00†	Poughkeepsie,	20,080	26.29
Lowell,	49,688	20.52	Taunton,	20,469	21.07
Worcester,	49,265	22.12	Denver,	20,000	9.75
Fall River,	45,340	26.17	Chelsea,	20,000	22.25
Hartford,	45,000	13.04	Springfield, Ill.,	20,000	16.85
Mobile,	40,000	15.05	Augusta, Ga.,	20,000	20.70

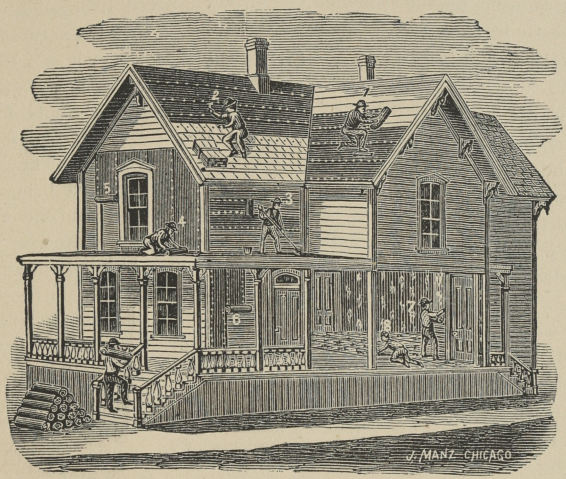
The death-rate in London for 1875, with a population estimated in the middle of the year at 3,445,160, was 23.7. In "Greater London," as bounded by Sir Robert Peel, extending over the Metropolitan Police District and including the suburbs, the population, estimated by a satisfactory method, was 4,207,167; the total death-rate was 22.7.

Accurate mortality statistics, which include still-births, for the period of ten years, make the mortality of Toledo 15 64-100 in 1,000, or one in every 65 27-100 of population. The malarial diseases so graphically described by Dr. Drake, as they appeared in the year 1838, have ceased to exist, and its salubrity has become beyond question. A residence of twenty-seven years, confirmed by observation and study of the sanitary conditions of cities, confirms the opinion that Toledo is, and from its many advantages will continue to be, one of the healthiest cities of the world.

* In some of these cities, registration of causes of death, or even deaths, is not entirely satisfactory. Our last return from St. Louis is for 1874, when a death-rate of 14.45 was reported for an estimated population of 450,000.

† Given as "about" that rate.

TOLEDO REAL ESTATE.



General Review—List of Dealers—List of Additions—Advantages of Various Locations—Swan Creek, West Toledo, North Toledo, East Toledo, South Toledo, Brown's Addition, etc., etc.

Not one of the rapidly growing cities of the West is under such obligations to its real estate dealers as Toledo; and their obligation is the greater from the uniformly straightforward and honorable course they have followed in advancing her interests. They have never tarnished her reputation by meretricious schemes to give a seeming enhancement to her prosperity and prospects. No illusive speculative bubbles have been expanded to allure people to financial ruin; no flattering representations

> "That kept the word of promise to the ear,
> And broke it to the heart,"

have never obscured the fair fame of Toledo land operators, and the gratifying result is seen in the continually enhancing prosperity of the city, and steady advance in values of real estate. It is safe to say that no other city in the West has so successfully escaped the fluctuations of prices of property, as Toledo. There has been absolutely *none* of these since the great crash of 1837, which prostrated the real estate interests of the infant city, as well as those of the entire nation. When Toledo began to recover from the effects of those disastrous times, she started in upon a moderate, cautious, but unintermitting development, which has gone on steadily ever since, and the unbroken continuance of which, during the trying times of the past three years, is indubitable evidence that we have builded our city's fortunes on a rock, and the storms of adversity can never prevail against us.

To real estate dealers must be ascribed much of the prosperity which the city enjoys, and which is promised in the future. It was they who, nearly half a century ago, discovered the great advantages of the geographical situation, and the need of the people for a vast area of country for the building up of a great metropolis at this point; and it was they who put their shoulders to the wheel to further the building up of such a city. They did not content themselves with getting up flaming prospectuses, or elegantly engraved lithographic maps, but went earnestly to work to add artificial facilities to the rich natural advantages of the location. They brought the terminus of the Wabash and Erie Canal to this point; they toiled early and late to make this the centre from which radiates a net-work of railroads that bring to our warehouses the products of *one hundred thousand square miles of territory*, and carry back, in exchange, goods from our jobbers and the products of the skill of our manufacturies. They encouraged manufacturers to come hither with their establishments, and bring their workmen; and they set in operation such liberal schemes for the encouragement of people to provide themselves with homes, that it is rendered easy for any man who is industrious and steady to secure for himself a pleasant lot and residence. Our dealers have taken the lead of those of all other cities in the enterprising liberality with which they have dealt with the classes of people who must have homes, but have nothing to buy them with except the capital stored up in their sturdy muscles and trained minds. Our operators have stood ready to discount drafts on this capital, and furnish the artisan or clerk with a home as cheaply as he could pay rent in other cities. The happy result is, that to-day we have more homes for our people than any other city in the world.

The following figures, from the Census Report of 1870, show the number of persons to each dwelling in some of the principal cities of the United States:

Albany N. Y.	7.94	New Orleans, La.	5.69
Baltimore, Md.	6.63	New York, N. Y.	14.72
Boston, Mass.	8.46	Paterson, N. J.	7.22
Brooklyn, N. Y.	8.64	Philadelphia, Pa.	6.01
Buffalo, N. Y.	6.44	Pittsburg, Pa.	6.05
Charleston, S. C.	7.14	Portland, Me.	6.50
Chicago, Ills.	6.70	Providence, R. I.	7.46
Cincinnati, O.	8.81	Richmond, Va.	6.35
Cleveland, O.	5.56	San Francisco, Cal.	5.77
Columbus, O.	6.24	Savannah, Ga.	6.10
Dayton, O.	5.43	St. Louis, Mo.	7.84
Detroit, Mich.	5.42	Toledo, O.	5.20
Fall River, Mass.	9.96	Troy, N. Y.	7.88
Indianapolis, Ind.	6.17	Washington, D. C.	5.59
Jersey City, N. J.	8.37	Wilmington, Del.	5.71
Lawrence, Mass.	8.40	Worcester, Mass.	8.35
New Haven, Conn.	6.28		

These figures were made six years ago, when the system adopted by our real estate dealers was just beginning to bear fruit. Could such an enumeration be made now, the showing would be vastly more favorable to our city. In the past two years alone, over two thousand buildings—by actual count—have gone up, and the very large majority of these have been dwellings.

The unavoidable consequence of this abundance of homes for the people—and their ownership of them—has been a most marked improvement of the moral and industrial status of the whole community; the conversion into

property-owning citizens of that class which is prone to become the dangerous element of large cities, is one of the happiest features of our city's development.

GENERAL REAL ESTATE IN TOLEDO AND VICINITY.

Of no city in the United States can it be said with more truth than of Toledo, that real estate is the basis of wealth, credit and fortune, and probably no city is so entirely built upon her own foundations as our own, for it has become notorious that every permanent improvement and great expenditure in the building up of this city, has been accomplished by taxation on the general duplicate, or by individual enterprise and home capital, all of which is the result of careful investment in and proper use of the avails of real estate; and as a consequence Toledo has not been a great borrower, nor is much indebted to foreign capitalists, thereby avoiding the sudden fluctuations in values and the extreme depression with which other cities are so frequently afflicted. The individual is a type of the masses of our population; and were we to designate all the men of wealth and prominence in our midst, we should discover two things: first, that they have implicit faith in Toledo, both present and future; and second, that they confine their investments to Toledo property. They know the character and stability of these by all the successes of a life-time; and taking the observations of a period of over twenty-three years, there is but a small minority of our men of wealth and position that are not indebted directly therefor to their investments in Toledo real estate, for whom it has built a bridge across the gulf of insolvency when engaged in mercantile pursuits, and left them both capital and credit for further ventures; and while giving stability to mercantile activities, it has also been used as a basis for the promotion of manufactures, the mechanic arts and higher education; for it has been the rule with our real estate men to have more land than money, whereby they could promote the public interests or make private donations. Still the right of domain has promoted a public spirit, and resulted in active benevolence.

Toledo real estate in its classification, is only made to differ from that of other modern cities, by its natural peculiarities and advantages. These again must be subdivided into business, residence, and suburban property. To write of the business property of Toledo might cover an immense territory of land and on paper; but starting from the center, let us take the Maumee river as the main artery, take its advantages, up and down, on both sides, go up Swan Creek as a central lateral, and for water advantages, either for navigation or mechanical purposes, we cannot ignore the existence of Ottawa River, part of which is already within the corporate limits. These are great natural channels of trade in perpetuity, without which we should never have attracted the great number of railroads spreading out on all sides, and radiating from these natural centers, so as to combine nature and art in uplifting of this one great city which must be in the economy of general progress. But nature has also made this arm of the lake to penetrate just were it may meet the great agricultural resources of the northwestern States, on easy grades and by cheap transportation, necessitating the purchase and handling of large quantities of cereals, which has long been an important branch of Toledo's commerce, and is entitled to great credit for what it has done toward giving her her present prominence.

The character of the surface upon which Toledo stands is well adapted to the business which it is called upon to transact. No better selection for a first-

class business street could possibly be made than what is dedicated for our present Summit street, and it is matter for congratulation that we have so much high and beautiful grounds within the business portions of the city for the pleasant and healthy transaction of all mercantile pursuits; and it is no less a matter of convenience that we have plenty of low grounds which are easy of access all along our water frontage, for the handling of the immense volume of lumber which comes to us from the pine forests, and such heavy manufactures as the present wants of trade demand, while it greatly cheapens the construction of railroads to accommodate every interest which may locate at this center. But that Toledo shall not be outstripped in the race for supremacy, nature has also given her a long frontage on the noble river, with high banks and deep water convenient thereto, whereby the wealth of the mountains may be cheaply transferred from car to vessel for the supply of all the lake ports north and west of us. It is not surprising that all these natural advantages are being appreciated for the furtherance of such objects as they seem especially adapted. Business, however, is not restricted to any one or even to a few of the streets, but many of the convenient points scattered over the city are becoming prominent business centers; so much so in many instances as to change the character of a considerable radius, both in improvements and value, and settling down to such a state of permanence as to insure investors of the character of their property. The history of prices in our business streets has taught us that it is more profitable and preferable than residence property, advancing rapidly from $100 to $500 per foot for the land, and then to $1,000, which may be considered a limit for the present value of our best business sites, though no class of property is more eagerly sought after. Prices of water frontage vary, according as it may be near to or far from the center of trade, the character of the wharfage, or the depth of the lots for business accommodations, but all embraced within from $25 to $400 per front foot. There are favorable sites of this character for profitable investment, and can be obtained for manufacturing purposes at merely nominal rates, and it will be many years before Toledo's supply of this much-needed feature will be entirely absorbed.

To fairly and fully represent the residence property of this city of Toledo is no mean task, embracing as it now does so much territory of such diversity and so great merit. After leaving what may be termed the business heart of the city, we must notice its lungs, for breath is just as essential to life as emotion to happiness; therefore the living places of the people with the surroundings never fail to interest the multitude.

First on this behalf let it be said, that a large proportion of our citizens are owners of what they occupy, which gives great stability to our population and abiding faith in the future of their own homes; and it has not been difficult to find just such variety as would suit the tastes and means of all. The great mass of our population are found in houses and on lots of moderate cost, and these have always been obtainable without going too far from places where employment can be had, and the low grounds which pass through the entire length of the city have not been an unmitigated evil, but have afforded homes to a large population at a cost much less than would have been if the depression had not existed, and in this locality many have contented themselves with small lots, to keep within their means and be very near the sources of employment; but in

these modern days this low depressed surface is rapidly being built up in solid blocks of basement houses for rent to a good class of tenants, or for sale to buyers. But all tastes could not be satisfied with ground of this character nor be confined to so little room as were within their means in this locality; therefore quite early in the history of Toledo, very beautiful sites were platted and put on the market at a low price on the high grounds in every direction, which soon grew into prominence and preference to such an extent that we now have many miles of streets built up on both sides with pleasant homes, ornamented grounds, beautiful shade and very valuable property, owned and occupied by the great body of a working, industrious and frugal people. But Toledo is like other cities of modern enterprise in this, that no one locality has ever maintained a permanent superiority over the other portions of the city. Some specialty has been located at a given point, which for a year or two has attracted special attention, and this has been repeated in all sections of the corporate limits, which has resulted in maintaining a very remarkable average of values, so much so, that what has seemed to be exorbitant at one time, was, within a short period, considered a quite ordinary and moderate value. Of course these special enterprises located at many different points in the city have resulted in fragmentary and local growth in the population and improvements, which has tended to extend our limits over a large territory; but other causes have contributed to this; that is, our natural advantages and the location of railroads entering the city have been used to some purpose, in fact these are the mainsprings of all our development, and before they are exhausted the prediction of our respected and honored citizen, J. W. Scott (deceased), will be entirely verified; and upon the same principle of absorption of territory for pleasant homes as has been pursued for the past six years, we have none too much within the corporate limits to last this generation.

It is not usual to expect large profits on this class of property, but such as were being used by this part of the population twenty years ago and cost from $200 to $500, have been freely selling within five years from $3,000 to $6,000, and yet there are now on the market a liberal supply of handsome residence lots at $500, with liberal discount to wholesale buyers, all within easy access of business.

But the description of residence property would be incomplete without special reference to the many homes with which our young city is favored, and that are always a great attraction to visitors. In most cities of note, some single favored locality has attracted the preferences for handsome dwellings and grounds, but with us, having so many choice localities, the greatest difficulty has been to determine the best, which has mostly been decided either by property interests or business convenience, so that no one street can rightfully claim all the advantages. Had all our costly residences with the grounds attached been located on one or even two of our main avenues, they would present a spectacle not unworthy of any city in our country, but, as it now is, the more expensive of our residences are scattered over a very large part of the city. Many have been built within one or two blocks of the river, others located on all the principal streets leading through the corporation, and but few have thought best to spend large sums outside the city limits. Of this class of residences, which have cost from $10,000 to $75,000, we certainly have a liberal

proportion and compare favorably with the most famed cities of the Continent. There is no more commendable feature of our young and enterprising city, than the thousands of happy and beautiful homes, as it is a continual invitation for others to imitate the oft repeated assertion, that whoever comes to Toledo comes to abide.

Toledo is not an old city, and while its surrounding territory cannot be surpassed either for beauty or variety, yet but little is occupied by the wealthy and the retired; so that as soon as we leave the city proper and expect to find suburbs, we discover ourselves literally in the country—a country worthy of being represented in all its details. A look at the map will give some idea of the rivers, the lake, the elevated plateau, and the undulations of the surface, with here a scenery which is unsurpassed by the famous Hudson, and there an extent of rich pasture and grain lands, thickly dotted with woodland, groves and gardens, liberally supplied with vineyards and fruit orchards which are known to yield bountifully in this latitude, and affording locations for country seats and homes of wealth that cannot fail to gratify the most critical taste.

The soil around Toledo has a liberal admixture of sand on the south and west, less on the north, and very little on the east, but our black vegetable mould is very rich, while the most sandy is susceptible of a high state of cultivation. It would be difficult to imagine how or where a greater variety of adaptations to the demands of a growing city could possibly be found than now surround this city of Toledo; which invites the industrious poor as well as the retired rich to make their homes here. The horticulturist can here find the soil, the exposure and the protection which he desires for either general or special fruit-raising. The florist can select from a thousand sites just what his peculiarity requires. The market gardener can find the light, warm knolls upon which to produce his early vegetables, and the rich, flat, and deep, black soils for his more prolific autumn crops. Here may roots and tubers of all desired varieties be produced in abundance, and a good market, too, for all of them, as the multitude are wont to understand by the prevailing prices of these commodities.

Of course the growth of this city and the influx of wealth has made an impression on this class of property within many miles of the business, and great quantities of land which a few years ago were rural farms and gardens, are now platted into city lots, with streets graded, many houses and factories built upon it, and commands more per lot now than five acres would have brought ten years ago; yes, many have been made rich by a few acres of land which was bought for the purpose of a market garden or cow pasture; but this is only repeating the history of all growing cities, and we find many at this time ready to say that such experience will never be repeated. Well, this world is slow to learn and in its very nature is skeptical, for if this city has reached its present status in forty years of growth, with nothing to begin, what will be its magnitude forty years hence, with the combination of numbers, talent, wealth and enterprise which may be reasonably expected to fill their part?

The influence on farm lands within twenty miles of Toledo and of other towns within that distance, has been very marked; most of the farmers have grown rich, and the enhanced value of their lands has been at about the average ratio of ten to one in fifteen years. Lands then sold for five dollars per acre, are now worth fifty, and lands then worth twenty-five dollars per acre are now

worth from $200 to $2,000, and the exceptions by no means very numerous, while thousands of cash transactions on our county records attest the truth of the above statement.

If men were wise, they would cease their reckless adventures for ideal bonanzas, and invest their hard-earned surplus in such sources of wealth as are here pointed out. Though an occasional depression may be experienced, we have assurances from the history of thousands of years, that stability and permanence is always found in the ownership of the soil, and that prices never permanently recede, but are always measured by the wealth of the nation in which the land is situate. If men have no faith in the perpetuity of the government and institutions of these United States, or that as a nation we have reached our highest pinnacle and that anarchy, decline and ruin is to mark our future history, then it may be best to buy no real estate; but if general progress is to mark the future as it has the past, Toledo expects to be counted in, and will continue to offer increased inducements to all fair-minded men who will here cast their lot.

TOLEDO COTTAGE.

LIST OF ADDITIONS AND THEIR DATE.

One of the best indications of the way Toledo has grown, and the rate of its development at different periods in its history, is given by examination of the records of additions which have from time to time been made. Its first recorded plat is that of the village of Port Lawrence, dated March, 1831, and placed on record in December of the following year. This comprised a tract of 600 acres, lying at the mouth of Swan Creek, and extending as far north as a line drawn due east from what is now Dorr street, and as far west as Lenk street. The following is a copy of the original entry:

COUNTY OF MONROE, } ss.
THE TERRITORY OF MICHIGAN. }

Before me, the subscriber, an acting Justice of Peace, in and for the County of Monroe aforesaid, personally came Stephen B. Comstock, authorized agent of William Oliver, of Cincinnati, Ohio, who, in behalf of the said William Oliver, acknowledged the within to be a correct plat, and description of all lots numbered in numerical order, which are intended for sale in the town plat of Port Lawrence, in the county of Monroe aforesaid, and of the public ground intended to be given for the uses and purposes therein expressed, in said town, in conformity to the act entitled, "An act to provide for the recording of town plats and for other purposes," approved April 12, 1827.

In testimony whereof, I have set my hand and seal at Port Lawrence, in the said county, the twentieth day of December, 1832.

JOHN BALDWIN,
Justice of the Peace.

Monroe County—ss.

I do hereby certify that the foregoing is a just and true copy of the plat of the town of Port Lawrence, as delivered me for record December 22, 1832.

J. P. SKINNER, *Register.*

The following is a list of additions from the first up to the present time:

Name of Addition.	Date of Recording.
Port Lawrence	March, 1831
Vistula	March, 1831
Palmer's	January, 1837
Scott's	September, 1837
Mott's	October, 1837
Vistula	November, 1837
Oliver's	November, 1837
Page's Sherman	July, 1844
Ewing's	October, 1845
Stickney's	June, 1848
Johnson's	March, 1851
Stickney's (2d)	September, 1851
Woodruff's	April, 1852
Collins'	October, 1852
Church's	May, 1853
Yondota	November, 1853
Ketcham's	June, 1853
Oakwood	June, 1853
Whittlesey's	December, 1853
Hall & Morris	June, 1854
Williams'	October, 1854
Prentice's	November, 1854
Oliver's (2d)	December, 1854
Segur's	December, 1854
Stickney's (3d)	January, 1855
Hill's	July, 1855
Phillips'	September, 1855
Hunt's	May, 1856
Fitch's	July, 1856
Raymond's	September, 1856
Shaw's	October, 1856
Segur's	March and April, 1857
Segur's	June, 1857
Welman's H. B.	March, 1857
Mason & Baker's	August, 1857
Williams', W. S.	March, 1858
Berry's	June, 1859
Scott's	June, 1859
Shaw's	June, 1860
Receiver's	March, 1862
Daniels'	June, 1862
Car Factory	November, 1862
Sprague's	December, 1862

Germania.....April, 1863
Peck & Morris'.....September, 1863
Baker's..... September, 1863
Myer's.....January, 1864
Boody's.....July, 1864
Wheeler's.....July, 1864
Campbell's.....August, 1864
Orchard.....November, 1864
Railroad.....November, 1864
Cornwall's.....May, 1865
Grove.....May, 1865
Monroe Street.....June, 1865
Stocking's.....July, 1865
Knower's.....August, 1865
Raymer & Skidmore's..September, 1865
Weller's .....October, 1865
Car Factory.....November, 1865
Gardner's.....December, 1865
Dunlap's.....January, 1866
Yondota.....February, 1866
Mott's.....February, 1866
Fassett's .....February, 1866
Machen's.....February, 1866
Braun's.....March, 1866
Finch's.....November, 1866
Cornwall's.....December, 1866
Allen's.....April, 1867
Shaw & Well's.....April, 1867
Boody's (2nd).....March, 1867
Knower's (2nd).....May, 1867
Rowsey's.....May, 1867
Lenk's.....May, 1867
Danzey's.....June, 1867
Yates.....July, 1867
Raffensperger & Miller's..August, 1867
Shaw & Frazer's..... September, 1867
Raymer's..... .....October, 1867
Kraus'.....December, 1867
Hiett & Skidmore's.....January, 1868
Bissell's.....March, 1868
Texas.....May, 1868
Hill's.....May, 1868
Shaw's Monroe Street.....May, 1868
Scott's Barnet T.....June, 1868
Baker's..... .....July, 1868
Brown's T P.....October, 1868
Poe's.....November, 1868
Hall's..... .....January, 1869
Barker's.....February, 1869
Daniel's.....April, 1869
Spaulding's.....May, 1869
Island.....June, 1869
Daniel's W C.....August, 1869
Raffensperger's..... .....August, 1869
Huberich's.....September, 1869
Thayer's. .....January, 1870
Swayne Place.....September, 1870
Woodward's.....November, 1870
Walbridge's.....April, 1871
La Grange Street.....April, 1871

Nichols'..... .....May, 1871
Backus'.....May, 1871
Woodland.....June, 1871
St. John's.....June, 1871
Broadway..... .....June, 1871
Monroe Street Suburban.....June, 1871
North Toledo.....September, 1871
Hannon's.....October, 1871
Gleason's.....November, 1871
Parkland.....Nov. and Dec., 1871
Foulkes'.....December, 1871
Barker's..... .....December, 1871
Central.....February, 1872
Summit Level.....March, 1872
Lee & Brown's.....July, 1872
Garner's .....July, 1872
Coghlin's.....October, 1872
Scott's Air Line Junction...Nov., 1872
Ellenboro.....November, 1872
Spring Grove..... .....January, 1873
Millard's .....March, 1873
Howland's.....March, 1873
Humboldt..... .....March, 1873
Shepler's.....March, 1873
Creekside.....April, 1873
Crim & Monett's Air Line Junc., April, 1873
East South.....April, 1873
Miller's.....April, 1873
Wells & Winter's East Broadway, April, 1873
Hiett's Air Line Junction...April, 1873
Dorr Street.....May, 1873
Swan Park.....June, 1873
Weber's.....June, 1873
Oakland.....June, 1873
Potter's..... .....June, 1873
Davis' D. S.....June, 1873
Osborn Place.....July, 1873
Sinclair's.....July, 1873
Howland's.....July, 1873
Brown's A. J.....August, 1873
Case's.....August, 1873
Marksheffel's .....August, 1873
Bell's Dorr Street.....September, 1873
Monroe Street Triangle.....Sept'r, 1873
Lane's..... .....September, 1873
Powers & Isherwood's..September, 1873
Auburndale.....October, 1873
Brand's..... ....October, 1873
Whiting's.....October, 1873
Granger's..... ..... November, 1873
Owens'..... .....December, 1873
Plymouth.....December, 1873
Starr Avenue.....December, 1873
East Side.....February, 1874
Heston's..... .....March, 1874
Parker & Rundall's.....March, 1874
Vandercook's.....April, 1874
Morris & Phillips'.....April, 1874

Fifth Avenue.....April, 1874
Mayflower.....May, 1874
Cottage Park.....May, 1874
North Place.....May, 1874
Franklin Avenue.....May, 1874
King's.....May, 1874
Lloyd's.....May, 1874
Douglass'.....May, 1874
Englewood.....June, 1874
Brown's Hoag Street.....June, 1874
Stickney Avenue.....June, 1874
Seaman & Reed's.....June, 1874
Toledo Heights.....June, 1874
Baker, McDonald & Dana's..Aug., 1874
Yeston's.....September, 1874
Kelley's.....November, 1874
Raffensperger, Kelley & Crinn's November, 1874
Raffensperger & Thayer's.....Nov., 1874
Robinwood.....December, 1874
Sylvan Park.....September 17, 1874
Central Grove.....October 10, 1874
Lane's Addition.....October 14, 1874
Tredwell Dale.....December, 1874
Auburndale Extension.....Dec. 19, 1874
Cottage Grove Extension, Dec. 21, 1874
West Toledo.....December 22, 1874
Machen Place.....December 29, 1874
Cherry Street Addition....Jan. 14, 1875
Scottwood Addition...January 14, 1875
Earl's Addition.....January 15, 1875
Page & Klemm's Add.....Feb. 1, 1875
Pettee's Subdivision..February 16, 1875
Fairview Addition.....April 26, 1875
Elmwood Addition.....April 30, 1875
Second, Creek Side Add., May 8, 1875
Riverside.....May 15, 1875
Glendale.....May 27, 1875
Sunnyside.....June 1, 1875
Central Av. Subdivision, June 8, 1875
Hayes, 1st Addition.....June 15, 1875
Clifton Park.....June 19, 1875
Fassett's Third Addition..June 29, 1875
Detroit Av. Addition.....June 29, 1875
Sloane, Ashley & Bassetts' Addition.....July 19, 1875
Jordan & Hayes' Add.....July 12, 1875
Ketcham's Second Add...Aug. 21, 1875
Ashland Addition.....August 24, 1875
B. F. Scott's 2d Add., August 30, 1875
Foulkes' Second Add., August 30, 1873
Raymond's Subdivision...Sept. 10, 1875
Bare's Subdivision..September 10, 1875
Home Addition.....October 5, 1875
Nessle & Pratt's Add..October 16, 1875
Wells & Bassett's Plat, 2d Add. to Yondota.....October 18, 1875
Plat of Bean's Subdiv'n, Oct. 25, 1875
Central Grove Addition....Oct. 25, 1875
Morfoot's Addition.....Nov. 4, 1875
Wright & Stebbins Add., Dec. 4, 1875
Extension of Rowsey's Addition.....April 4, 1876
Longview Addition.....April 29, 1876
Total to date, June, 1876, 221.

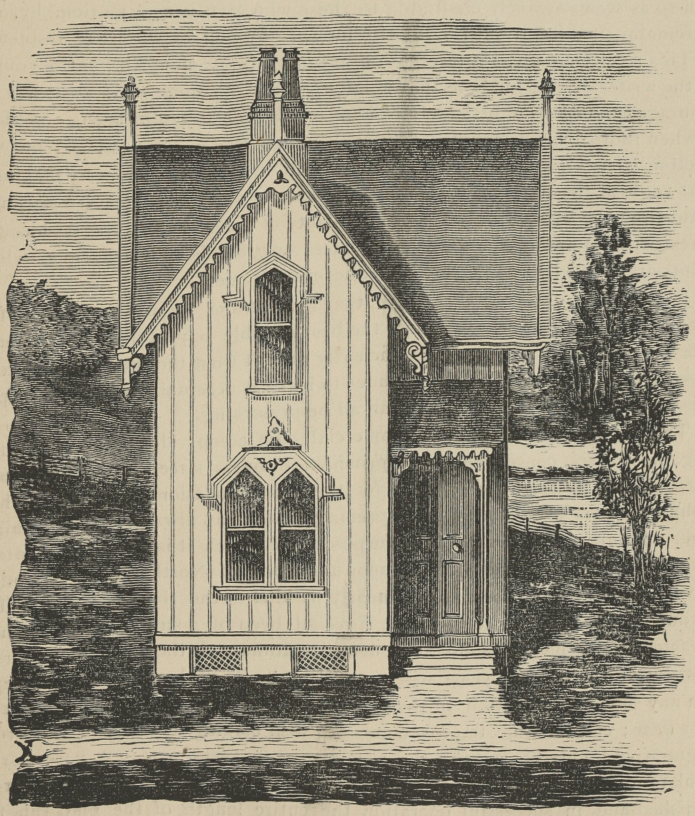
NORTH TOLEDO.

ITS CHARACTER, ADVANTAGES AND ADAPTATIONS.

The site which stands of record as North Toledo attracted the attention of prospectors as early as 1844 as being the most *eligable* for the location of a large city on the banks of the Maumee, and they showed their wisdom in such a preference, for while, at this writing, it is not the very center of the city of Toledo, its main advantages make it worthy of being such, in fact the shrewdest of the red men were early attracted by the endowments of nature in these surroundings, and made it a place of general *rendezvous* when on their hunting and fishing excursions, and finally located here the resting place of their honored dead, as being the nearest approach of their ideal of the desired happy hunting grounds beyond.

It is not surprising that the early settlers were thus attracted, for a more beautiful surface can scarce be imagined than the almost peninsula which was chosen by the Maumee Land and Railroad Company for the original town site of Manhattan; the worst that can be said of them is that they were a few years ahead of times demands.

This company bought the several tracts of land which was by them platted as Manhattan, first by dividing into blocks, the majority of which were 200x400 feet, and these were divided into lots 25x100 feet all through the main part of the town, and in the days of Manhattan's glory each lot was supposed to conceal a fortune for the happy holder after he had paid from $1,000 to $3,000 for its title. But time works changes, and values on this plat began to decline as soon as the railroad into Michigan made its terminus in Port Lawrence, near the mouth of Swan Creek, about three miles up the river from the center of Manhattan, and continued so to decline until they reached their lowest mark, about the year 1848, and until about 1858 possessed only a nominal value, frequently changing hands at $5 to $10 per lot, according to the quantity which a party might wish to purchase, and was entirely neglected, while other portions of the city of Toledo received all the favor and became prominent in consequence of great improvemeuts and the rapid growth of business. But at the latter date there were a few men who foresaw the coming necessities of such a



DESIGN FOR A CHEAP COTTAGE.

city as Toledo, which was pressing strongly in the direction of the old plat of Manhattan, and became convinced that the great advantages which it possesses would at some fulure day be called into requisition for the actual wants of the present city of Toledo, and accordingly they began to make purchases to hold for such demand, when immediately this magic touch of faith stimulated inquiry and values together, when it soon became evident that this movement was of a permanent character and that provision should be made accordingly. Soon a majority of the old plat was secured by a few owners, who obtained the vocation of many of the old streets by order of the court, and set themselves to work to remodel the whole site on a modern, intelligent basis, making the lots average 40x130 feet to an alley, which culminated in the adoption of the whole as North Toledo. A reference to the map of the city will show the inquirer this beautiful site of what is now incorporated as part of the city of Toledo, having two miles of river frontage and a base of three miles more bordering on and overlooking the Maumee Bay to Lake Erie, always giving it the advantage of lake breeze to such an extent that summer visits are very exhilerating, so much so as seems scarcely creditable to those who give it no attention, but the fact remains, making it most delightful for fine summer or suburban residence.

This river frontage is interpreted to mean business along the entire course, and the writer of this holds to that opinion, which, for some years past, has not encouraged the erection of stately residences, fearing it might become unpleasant when railroads and manufactories shall fill up the water frontage; but this objection is now entirely obviated in Summit avenue extension by making a slight angle at the intersection of Superior street, which will keep it sufficiently distant from the water frontage to give plenty of room to the largest business interest without annoyance to fine residences or grounds on the avenue, where the lots are being laid out 138x300 feet net measurement.

It should be observed right here that the average surface is about 20 feet above high water line, which affords the best possible opportunity for drainage, while the channel of the river is sufficiently distant from the shore to obviate all necessity for deep cuts and heavy grades to make it acceptable for business purposes, whereby the natural surface can all be preserving.

The heavy business of all commercial citie creeps along the margin of navigable waters, consequently the principal business streets grow up as near wharfage and railroads as possible for the accommodation of business, which accounts in some measure for the supremacy which has always been maintained by our Summit street for business purposes, and which it is likely to maintain, and must have a stimulating effect upon the whole of North Toledo, extending the whole length as it does, and as nearly parallel to the river as could well be laid out. Improvements in this plat have all been of a steady and permanent character; there has been no fitful demonstration, and the increase in public favor during the last five years arises entirely from its real merits, which keep it from any sudden fluctuation in the market. New buildings are being erected every year; considerable improvements are also making in many of the streets by grade and culvert, making the access easy to every part. A very worthy population is located there to stay, and now the Erie Street and Toledo Railroad is finished and in successful operation the entire length of the plat, this and Summit Street Railroad to the plat, makes it very convenient to locate anywhere

along the line, and the railroad company have established their headquarters near the northern termini, with permanent stables and car house, which gives residents better accommodation and more assurance than would otherwise have been. There has been no great excitement in that part of the town at any time since the replatting, and there exists no undue inflation in prices, which give assurance of continued appreciation under ordinary circumstances and by the pressure of natural growth; but this part of the city is so located that it is in the channel of all great enterprises, therefore the completion of our direct coal roads, the absorption of much river frontage for the handling of coal, the very probable extensive manufacture of iron, and the general revival in the manufacturing interests, adding the very superior sites which this plat offers for these purposes and which may be obtained at nominal prices, all in all we may reasonably expect such a movement in the future of North Toledo as we have never seen in the history of this valley. North Toledo has all the natural advantages that can be imagined or desired either for residence or business, therefore with the acquired advantages which are now assured we do expect a great revival in all interests at that point.

It is a matter of interest to purchasers (at least until 1880) to know that the valuation on the tax duplicate is very low, and will not be burdensome to carry, and further as an evidence of the confidence had by those firms and agents who represent this plat, it should be said, that they themselves are large owners, and not only sellers but buyers, and unanimous in the belief that every dollar invested there in improvement is well used, and in good time will bring liberal returns.

But no locality is complete and entire in its attractions, either for investment or use in these days of enterprise, without railroad facilities, which now exist here, and must be named if the plat is fairly represented, as the State Line Railroad passes along the river bank for a considerable distance, and then crosses the entire plat near the center, affording an opportunity for the location of manufactures and heavy business all along its line with superior water privileges and standing ready to extend its arms in any direction where business may be located, so that here the navigation of the great lakes meets the network of railroads now centering at Toledo, making the transhipment of all material or manufactures at the least possible expense. And it would be a positive injustice to North Toledo, if its advantages and attraction for summer residence were omitted, possessing as it does a beautiful surface, an exhilarating atmosphere, and a genial climate, as well for the health and beauty of vegetation as for humanity, and especially for the perfection of fruit and shrubbery; but the one great desideratum is the beautiful expanse of Maumee Bay, extending all around to the mouth of the Ottawa River, offering superb attraction for boating, hunting, fishing and bathing, with every privilege obtainable at the most fashionable lake or spring watering places of our country, Sulphur Spring included, and offering the finest facilities to go to and from the city either by water, good drive or street railroad.

WEST TOLEDO—A SUBURBAN RETREAT.

West Toledo commends itself to all Toledo people in quest of suburban homes. It offers itself as being without exception the most desirable place out-

side of the city limits, and certainly brings much to prove the justice of the claim. One will hardly find on the outskirts of the city any place for which nature has done more or men so much, to make it the first choice of business men or others, who may be looking for a pleasant suburban residence. To whatever of beauty there is in landscape in the country about Toledo, this point has first claim; and in point of growth and improvement, if its founders must ask some allowance, yet great credit is due for so much having been done so early. If in the midst of the distressing times of the past four years the place has grown and improved so much, those most interested are not without assurance that more time, and more of the enterprise already shown by its citizens, will place West Toledo in the very front among suburban places. They may add to this assurance this other, that the desire to get away from the noise and dust a stifled air

WEST TOLEDO COTTAGE.

of the city will grow as the city grows, and the demand for homes out of reach of these annoyances will exactly keep pace with the progress of time and the growth of the city. All this means the growth of West Toledo and the influx there of many of the prominent business men of the city, and with them the improvements of streets and buildings and the adornment of homes, the things which have made the suburbs the most beautiful portions of other cities.

TRADE AND MANUFACTURE.

Business houses have been established as there has seemed a demand for them, and manufactures through the inducements offered, no doubt, in the way of cheaper ground with, at the same time, all the facilities for obtaining supplies and shipping manufactured material.

The Lenk Wine Co. have an extensive manufacturing establishment and the finest of wine cellars; and the Burch Plow Factory, Bell's Black Walnut Moulding Factory, Brown & Alleyn's Flouring Mills, Shunk Brothers' Barrel Factory, together with one carriage and two wagon factories, give the place the air of business and manufacture, and offer inducements as well to the laborer as the man seeking only a quiet home.

In the way of trade there are two grocery and provision establishments, carrying a considerable stock and well selected; one drug store, a harness and leather store, and two meat markets. Add to the list two hotels, and it will be seen that West Toledo is already a place of some growth and improvement.

The Ottawa river is undoubtedly to become at no distant day of much importance, not only to this place of which we are writing, but to Toledo itself. It is a really beautiful stream, and besides being that, will one day be made a means of transportation by boat, as it might now. It is navigable from the bay up to a point beyond West Toledo, has 14 feet of water, and with but slight expense, it is claimed, could be made deep enough to bear lake vessels as far as the crossing of the railroad.

LOCATION AND HOW REACHED.

West Toledo is located on the west side of the Ottawa River, west of the city, and two and-a-half miles from its center of trade and life. The conveniences now for reaching it are not what it is hoped they may be very soon. The Adams street line of cars now connect at Fisher's Club House with the line of cars running between that point and West Toledo at intervals of an hour, and by this means transportation almost directly into the heart of the city is furnished. Wherever the through cars on the Adams street line and those on the other are made to run at shorter intervals the public will then be offered as great facilities for reaching this suburb as are offered in any of the larger cities. The drive by horse and buggy is one of about 20 minutes, and by the way of Cherry street and the Club House is a very pleasant one since Cherry street has been newly planked.

RAILROAD FACILITIES.

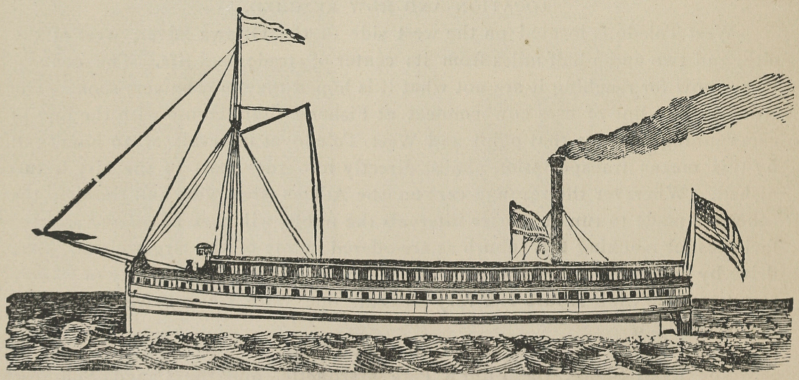
The Lake Shore, the Flint & Pere Marquette, and the Canada Southern all pass through West Toledo, and all trains stop, offering all the facilities of travel by rail; and what now proves of more importance to manufacturers, affording, through an excellent railroad system, the convenience of loading cars for any road that enters Toledo, at the sama rates of freight that are charged at the middle grounds.

The matter of narrow guage railways is under consideration with the citizens of this is place, and an effort is being made to make this a central point for all narrow guage railroads entering the city. The Toledo & Michigan Narrow Guage is already secured, and will terminate here. It is expected that this road will be in operation yet this year.

REAL ESTATE MATTERS.

Among the men who have done most for the building up, growth and improvement of West Toledo should probably be mentioned, Geo. Douglass & Co., H. C. and W. C. Breckinredge, C. A. Morris, Geo. S. Dana, H. A. Chamberlain, Alfred Baily, and John Bladen. They have kept one point steadily in view, and that has been to make this the finest and the most desirable and prosperous of all Toledo's suburbs; how well and how far these men have succeeded the result of their efforts stands to tell better than words here can. The report that since 1874 100 buildings have been erected, and that since July 1 of that year the sales of real estate have amounted to more than $600,000. Their object and the object of the citizens of West Toledo seems to be to draw to their place all that can add to its growth and prosperity, and at the same time assure addition to its beauty and charms in the eyes of those seeking suburban homes. To manufacturers they offer liberal donations if they will settle here, and persons in quest of a pleasant home they offer the advantages of a church, a graded school, streets already well shaded, fine groves in close proximity; and what is more than all these, the united energy and enterprise of all, to carry on improvements already begun, and make West Toledo a place very prosperous, beautiful and much sought for these attractions.

SWAN CREEK.



Quite a large portion of Central Toledo contiguous to Swan Creek has its advantages, which, as a whole, are not found in any other part of the city—viz., navigatable water, cheaply constructed docks, easy access, not only to the business center, but to a large part of the most important residence property, also the Swan Creek Railroad.

Swan Creek is a navigatable stream, having dock lines established about three miles, giving a breadth of water of from one hundred to one hundred and thirty feet, and depth sufficient to float any ordinary craft that navigates the lakes or ocean, having all river advantages, with better approaches for teams and protection from ice in spring.

The formation of its shores and location of the dock lines are such as to require only a small outlay for constructing docks, more particularly so when the surface of the land is level, and at an elevation of from five to ten feet above water, which is characteristic of a considerable portion of its surroundings.

By glancing over the map of Toledo, it will be seen that Swan Creek empties into the Maumee river at the center of the city northerly and southerly, while the easterly and westerly center in population would be carried still farther west and nearer said tract.

Swan Creek Railroad has been completed as far as Division street at great expense, and is in successful operation, although at present reaching but few of the manufactories. This road was located where the surface would admit of it at the required distance from water, for the convenience of shipping by rail, (which can be done on all roads to and from Toledo), or by water respectively from each end of lots, which can be had from forty to five hundred feet in depth, and with frontage from twenty to one thousand feet.

At the Air Line Junction on Swan Creek a strong demonstration has been made, it being the junction of the Air Line, Lake Shore & Michigan Southern, Toledo and Detroit, Flint & Pere Marquette, and Toledo & Canada Southern Ruilroads, where thirty-five passenger trains passs daily, and a vast number of freight trains.

At this place there is now a good station house, the main railroad telegraph offices, and repair shops, employing about one hundred men. All the freight trains of the roads are made up here, making it the headquarters of near four hundred men. We might here mention the well-grounded hope that at no distant day very extensive improvements will be made at this point by the railroad Company, including a general passenger depot, car shops, etc.

Lines have also been run through said tract for the Toledo & Grand Rapids Narrow Guage Railroad, as it is considered by the projectors of that road the most direct and desirable line to reach the city. Although our modesty forbids our stating, like the boy that "when he had killed the squirrel he was looking for two more, and thought he should have three," but under the above restriction, we do say we have killed two and have them in hand, and a strong bead on the third.

As that navigable portion of Swan Creek is on a direct line or thoroughfare between the junction and the precise business center, and that there are about twenty-five streets from a northerly direction terminating and crosing the Creek into the Fifth Ward, it is the most available place to procure common and skilled labor near at hand. With such advantages, it is apparent that it must be the nucleus for lumber and coal yards, also flouring mills and all kinds of manufacturing, especially where heavy material is required and received by canal, lakes or rail.

AUBURNDALE.

A full description of Auburndale necessarily commences with a short description of the street to which it is tributary, as the two are intimately connected. Monroe street is the second in importance of the business streets of the city. It is built up quite solidly for several squares with substantial business blocks, and is the headquarters of the wholesale liquor business and of the retail grocery trade, besides many other trades that are fully represented, but in which it does not claim pre-eminence. As a proof of its business importance, it is only necessary to state that in 1875 there were three large business blocks built on the street, and immediately filled with occupants. Monroe street is also the center of the street railroad system of the city—three street railroads, the Monroe street Railroad, the Dorr street Railroad, and the Adams street Railroad all centering here, while this joint may be taken as the virtual dividing line of the Summit street and Broadway Railroad, a railroad extending to two adverse sections of the city, although under one management. Besides these, it is the objective joint of two other roads, the Legrange street Railroad and the Erie street Railroad, and also the Toledo and Maumee Narrow Guage Railroad, all of which are built and in operation.

As a residence street, Monroe street is scarcely surpassed by any other street of the city; the residences of Richard Mott (the best in the city), W. H. Scott, C. A. King, R. V. Boice, Dr. Clippinger, Emil Richers, George Milburn, and others of less cost, having been built in the street within three years. The tracts so well known to citizens of Toledo as "Swayne Place," "Scottwood," and "Englewood," border and front on the street. In the latter, twenty-five first-class residences have been built within a year.

Being pre-eminent in other respects, it is not surprising that those interested should want to boast of its manufacturing importance, and they have very good reason to do so, from the fact that two of the largest manufacturing establishments of their kind in the United States are located on the street. The one, the famous Milburn Wagon Works, a full description of which appears in another part of this work; the other, the spice mills of Warren & Bidwell.

The Milburn Wagon Works are the prominent feature of Auburndale, and, in fact, it owes in a great measure its growth and importance to the location of the works here. The first addition was laid out in 1874, under the name of Auburndale. It comprised a tract of thirty-three acres, fronting on Monroe street and the Detroit Railroad. All the streets of this addition are graded, and shade trees planted, and it is already quite well built up. In the spring of 1874, Frank Z. Scott, A. E. Macomber and W. H. Bishop platted and threw open to settlement a tract of seventy acres called Auburndale Extension. The principal streets of this addition are graded, and a part of the addition quite well built up. Two additions to Auburndale were platted the same year by Kelley Brothers and other parties. Scott avenue was graded through these additions, and a mammoth bridge built on Scott avenue where it crosses Valley avenue. Clifton Park was platted by a number of capitalists the same year. It is a tract of 120 acres, and is very pleasantly situated on the north side of Monroe street, and having a front on Monroe street of nearly half a mile.

Among prominent sales during the past year or two, may be mentioned the sale of Auburndale Addition to Bishop, Whitaker & Co., by Amasa Bishop, for $40,000; fifteen acres to Kelley Brothers, for $22,000; and forty-three lots in Auburndale Extension to L. S. Crim, for $11,000—both of these sales made by Frank Scott. Twenty acres of Clifton Park were sold by Paige, Bishop and others to Breckenridge, Umstead and others for nearly $2,000 an acre. Besides these, numerous transactions in smaller quantities have been made, and large number of single lots sold.

The principal operations in building have been as follows: In 1875, Austin Bishop built the Milburn House, at a cost of $20,000; George Milburn three residences, $10,000; Bishop, Whitaker & Co., six houses, $6,000; Joseph Gasser, four houses, $3,000; Breckenridge & Co., five houses, not yet completed; W. H. Bishop, ten houses, $8,000; H. T. Cook, twelve houses, $8,000; Milburn Wagon Co., four houses, $4,000; A. Lane, ten tenements, $3,000; Michael Hoag, residence, $2,000; store and boarding house, $1,000; Whitingham, two hoeses, $2,000; besides numerous other houses by othe parties. Edward Upton is now engaged building a residence that will cost in the neighborhood of $8,000.

The Water Works of the city are in operation as far as Auburndale, and the Milburn House is supplied with water from this source. Gas pipes have not yet been laid farther than Englewood, but the houses recently built have all been fitted for it and the Gas Company will extend their pipes whenever the people ask for it. Sidewalks will be laid extensively before the coming winter. A large schoolhouse for a graded school will be built the next summer, a tax having already been assessed for that purpose. A church in the center of the village is well filled and well supported and enjoys the enviable distinction of being out of debt. The location is one of the pleasantest naturally that can be found any where about the city, being diversified with groves and broken land, and it also enjoys the admitted advantage of being directly west of the principal business and residence part of the city, the experience of nearly all cities proving this to be the favorite direction of growth.

As a manufacturing location Auburndale possesses superior advantages, being directly connected with every railroad entering the city except the Pennsylvania Central. Freights are charged the same rates as at Toledo and every accommodation given by the railroads. Water for steam and other purposes can be had in abundance from the Water Works. Recognizing the demand there would probably be for manufacturing sites, the parties owning Auburndale Addition have devoted about fifty lots to manufacturing and business purposes, which they are prepared to sell, lease or even give away to the right parties. A part of these lots are already occupied by a lumber yard which is doing a good business.

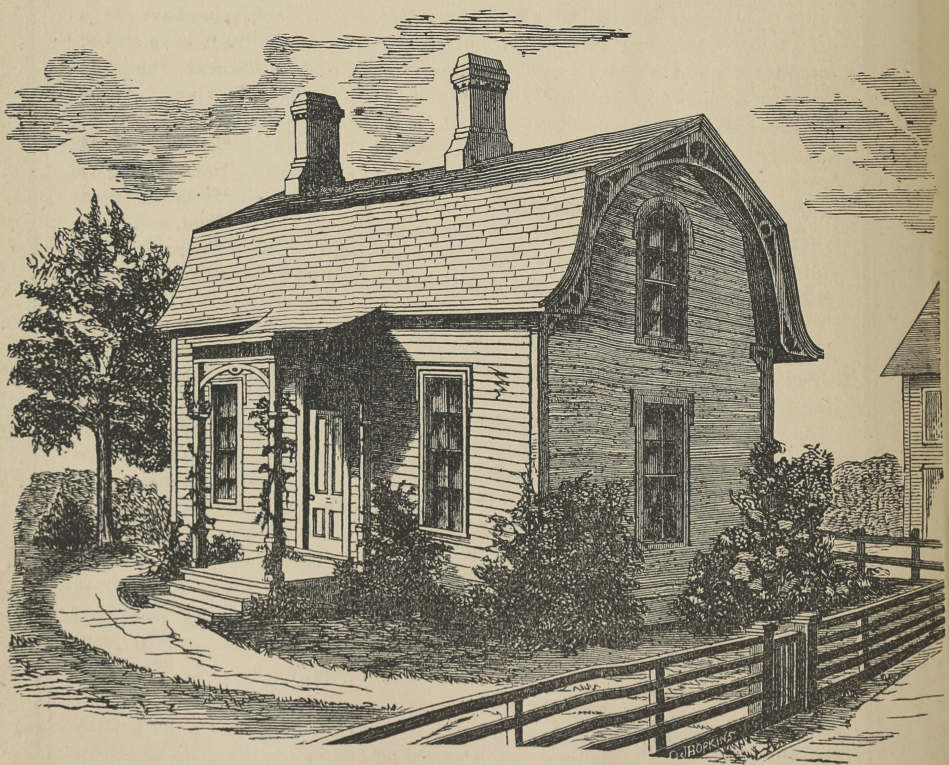
The L. S. & M. S. Railway has a neat station house at this place, at which all trains stop. It is preparing to double-track its road from "Wagon Works"—the name it has given to the station—to the Air Line Junction, on account of the rapidly-increasing business. The Canada Southern road has a transfer yard here also, for transferring freight to and from that road, to the Lake Shore road and to the Toledo, Wabash & Western.

In short, the future of Auburndale is already assured. With its healthy location, pleasant surroundings, good neighborhood, churches, schools and its

iarge manufacturing interests, its course cannot be but onward, and the progress it has made in the last year is its best earnest of future growth.

ENGLEWOOD.

The most reliable and satisfactory evidence of the permanent prosperity of cities can be found in the increasing sentiments and pride of its inhabitants for homes, beautiful in design and convenient, and surrounded by the attraction of the lawn and garden ; such evidences are conclusive, that wealth, refinement and contentment predominate, and that enterprise and energy are rewarded in business, and permanent and assured growth apparent. The truth of this fact is nowhere better illustrated and confirmed than in the present surroundings of Toledo. Within the last few years several tracts have been laid out having special reference to fine residence sites. No tract, it can be confidentially stated, has ever been laid out in the corporate limits of the city, equal in extent to Englewood, and none more wisely and advantageously situated for first-class residences.



AUBURNDALE COTTAGE.

The section of the city of Toledo known as Englewood embraces an area of about 150 acres, the largest and best platted tract of land ever laid out in the limits of the city for fine residences; four of the most prominent streets border it—Bancroft on the North, Lawrence avenue on the east, Frazer street on the south, and Detroit avenue on the west; Monroe divides it. The tract was platted and improved with special reference to large and desirable building sites. The avenues are broad, being 80 feet wide, alleys 16 feet. The lots from 40 to 100 feet front, and 135 to 367 feet in depth. The principal avenues are Grand, Euclid and Lincoln, which divide the tract east to west; Lawrence, Waite, Forest and Detroit avenues from north to south; Hoag street, a prominent street, runs through its western section. The city system of sewerage, water and gas pipes are introduced, thereby affording every necessary inducement for the erection of the best class of residences. An attractive feature are three parks of 400 to 500 feet long and 80 feet wide, laid out in the center of the tract, which are graded and fenced, sidewalks on all the principal avenues and streets, while in all the streets and avenues choice shade trees of elm and maple. The tract has unusual advantages by street and railroad facilities. The Monroe street railroad passes through it. The Detroit road runs along its entire western boundary, and the Dorr street railroad runs near its southern line. The commanding position of this tract to the center of the city, the advantages which it possesses having water, sewer and gas mains new laid, good sidewalks, and its principal avenue planked, with the easy and frequent accessibility by street cars, has already attracted attention on the part of buyers, and on Euclid and Grand avenues there are some 22 first-class private residences, costing from $4,000 to $12,000 each, which are not equalled in architectural style and finish by any located the same distance from the center of the city. Cars reach it in 10 to 15 minutes from Summit street, the principal business street of the city. This tract was laid out and first offered for sale in the fall of 1874 by H. S. and H. D. Walbridge, who, recognizing the necessity to meet the growing wants of the city, have laid out this large tract on a grand scale. No locality ever showed such rapid improvement in so short a time, and it may be confidentially predicted no section of the city will be increased in the future more rapidly and permanently, or become a more desirable and attractive building locality.

IRONVILLE.

This thriving suburb is situated on the East Side some three miles below the Cherry street bridge, and receives its name from the fact that it is the location of an extensive blast furnace, and the manufacture of pig iron forms an important part of the business there. The plat known as Ironville was laid off in 1869 by David Weaver, Esq., from a tract of about 300 acres, which lay upon the Maumee and extended back to Grassy Creek Bayou and down to its mouth near Presque Isle. A considerable of the land had been under cultivation, and included a large vineyard which is still in fine producing condition. Mr. Weaver soon after started a brickyard and a saw mill, which furnished employment for a large number of men and an ample supply of building material for the town and coun-

try adjoining. In the fall of 1869 an extensive stave factory was completed and put in operation by Messrs. Lee & Weaver and has been running most of the time since. Their building is of brick, 40x90 feet, very substantially built, and fitted up with first-class machinery driven by a 75-horse engine.

Previous to 1873 a large number of lots were sold and many substantial buildings erected, chiefly as residences for those connected with the various industries there. In 1872 the requirements of the population was such that a post-office was established, and a three-story school house built.

Mr. Weaver has taken great interest in encouraging enterprises that would aid the growth of the place and attract a thrifty class of people, and he has now in view the laying out a farther portion of his tract into garden lots of one to five acres and selling the same very reasonable, so that parsons desiring can have an opportunity of purchasing a piece of ground sufficient to make a good living from. The location is admirably adapted to raising grapes, peaches, and all kinds of small fruits, and has many attractions, including fine natural scenery, which must continue to make it desirable as a place of residence. It is expected that a railroad track will be extended down the river to this point within a very short time, and ground has been secured on the water front by a prominent coal company for the construction of coal docks.

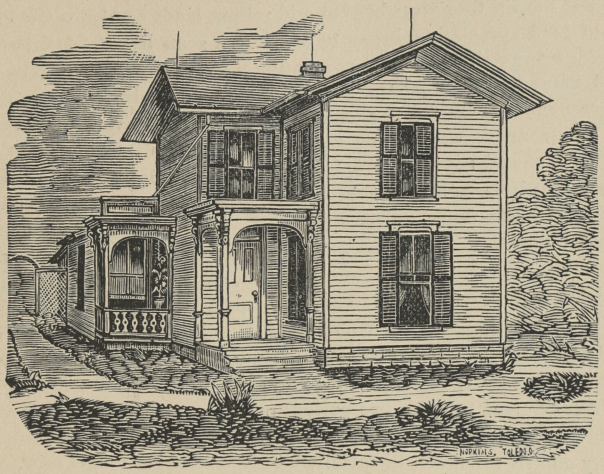
PARKLAND.

Among the many desirable residence quarters in Toledo none surpass Parkland for beauty of location. Parkland lies on the northwest side of the city, and is not properly a suburb since it is wholly within the city limits and immediately adjacent to the older and more compactly built portions of the city. It is located upon an elevated table land, and portions of it are covered with a fine growth of native trees—walnut and oak—which have been wisely preserved, and add largely to the beauty of this section. The streets are graded, and upon most of them sidewalks have been built and shade trees planted. It is convenient to the public schools. Two church societies have been formed in this section—one Protestant and one Catholic. The latter has already erected a fine church on Dexter street at a cost of $10,000. The former hold services in a dwelling on Lagrange street, but have made arrangements at an early day to build a handsome chapel.

The distance from the main street of the city is but two miles, and the post-office and business center of the city is but a half mile further. A street railroad on Lagrange street gives easy access to all parts of the city, and a new street railroad soon to be built on Cherry street will give additional facilities. Persons employed in the various manufacturing establishments in the north and west side of the city find this the most convenient section for pleasant homes, and a large number of families have already availed themselves of the opportunity offered.

Lots upon improved streets, with sidewalks, etc., can be purchased here for from $15 to $20 per foot front, and a liberal discount will be made to parties that will erect a dwelling at an early day. No expensive street or sewer assessments will be levied upon this property for a long time, and this freedom from

high taxation is a consideration not to be overlooked by purchasers. The principal streets leading to Parkland from the several parts of the city are Lagrange, Cherry and Franklin avenues—all leading and important streets. The rapid growth of Parkland has created a demand for a local agency to meet the wants



PARKLAND COTTAGE.

of buyers. To meet this demand Mr. Thomas F. Dawson has established an office on Dexter street, near Lagrange street. He is the authorized agent of Messrs. Macomber & Moore for the sale of land and lots.

CONDITION OF THE COUNTRY AS COMPARED WITH 1836, 1857 AND 1876.

[*From the Toledo Commercial.*]

The history of the advance and decline in prices of real estate, in the memory of many persons in Toledo, while it might prove interesting, would occupy too much space. We think some facts, with which most are familiar, touching the movements in real estate in 1836 and since, may be more acceptable. The spirit of land speculation in 1835 and 1836 was so intense and widespread, that prices for farming lands and town lots advanced to fabulous figures. In a year or two this was followed by severe depression, which resulted in the prostration of most branches of trade and manufactures, and the immediate and apparently utter ruin of all real estate values. The causes which led to such rapid advance and still more rapid decline in prices for all city and town lots and farming lands were manifold and apparent. The restless spirit of the American character, encouraged by an almost universal mania for the possession of lots and lands in the years 1835 and 1836, created a speculation in real estate, unparalleled before or since in the history of real estate transactions in this country. Every locality susceptible of being tortured into a town site, was

surveyed, mapped and presented for sale to the credulous and speculative, who imagined they saw untold wealth as the reward of their speculative genius and business sagacity. Banks of issue were established at the new towns and at almost every cross road, which discounted almost everybody's paper, particularly if it was known they were buying and selling lands and town sites. When the fever of land speculation began to subside, it soon became manifest to all, that these new town sites, without population were worthless, except as farming lands, and many not good for that. Then depression seized all, and for many years throughout the country financial and social distress everywhere prevailed. This real estate mania was at this time mostly confined to Ohio, Indiana and Illinois. In 1856 and 1857, a like spirit of land speculation flourished in Minnesota, Wisconsin, Iowa and Upper Michigan. This spirit was stimulated by the large grants of lands donated these States, for the purpose of aiding the construction of railroads. Town sites were in demand, and they were bought and sold as readily as acre property, and a brood of embryo itinerant millionaires circulated through the country. The same need prevailed as in 1836—population to realize the hopes of the land operators. Banks founded upon false and inadequate basis, with a depreciated currency, fostered speculation, and were largely responsible for the distress and general prostration which followed.

We have referred to these two periods of 1836 and 1837 in real estate expansion and depression for the purpose of calling attention to the condition of the country and its resources, financially and otherwise, then and now. In 1836 and 1837 population was sparse. There were no railroads, no telegraphs, no systematic and cheap methods of transportation, no reliable banking policy, no banks established upon a safe and enduring basis, no currency accepted as reliable and uniform in all parts of the country. Eastern capital was rarely had, and then only at extreme rates of interest. As a general thing, the eastern lenders were apprehensive of unwise legislation and the unsatisfactory security offered.

In 1857, to a more or less extent, the same condition existed, through aggravated by poor crops in 1858 and 1859. The country had increased in population and resources, but in many respects the periods were alike. The railroad system having just commenced, methods of transportation were imperfect, and rates of carriage of passengers and merchandise high, and in many instances almost prohibitory. The banking system was unsatisfactory, and the paper currency unreliable and exceptional.

What is the present condition of the country, as compared with the period referred to—1836 and 1837? Now, railroads thread the country, reaching from the Atlantic to the Pacific, from Maine to Texas. Telegraph wires circle and bind together the remotest village or town to the great centers of financial and commercial life, and the wants of trade and commerce are made known with lightning speed throughout the civilized world. Routes and avenues of transportation are systematized and well established, whereby the products of each section can be exchanged at moderate cost and in an expeditious and satisfactory manner. The rates for passenger carriage are cheaper than ever known, and within the reach of all. Banks are established under a general Federal law, and as wisely managed as under the wisest State system. Bank currency is stable, reliable, uniform and acceptable in all parts of the country. Eastern capital is constantly seeking investments, and largely supplying the wants of money bor-

rowers. Gold and silver mining never was so active and promising, there being an annual yield of over $100,000,000.

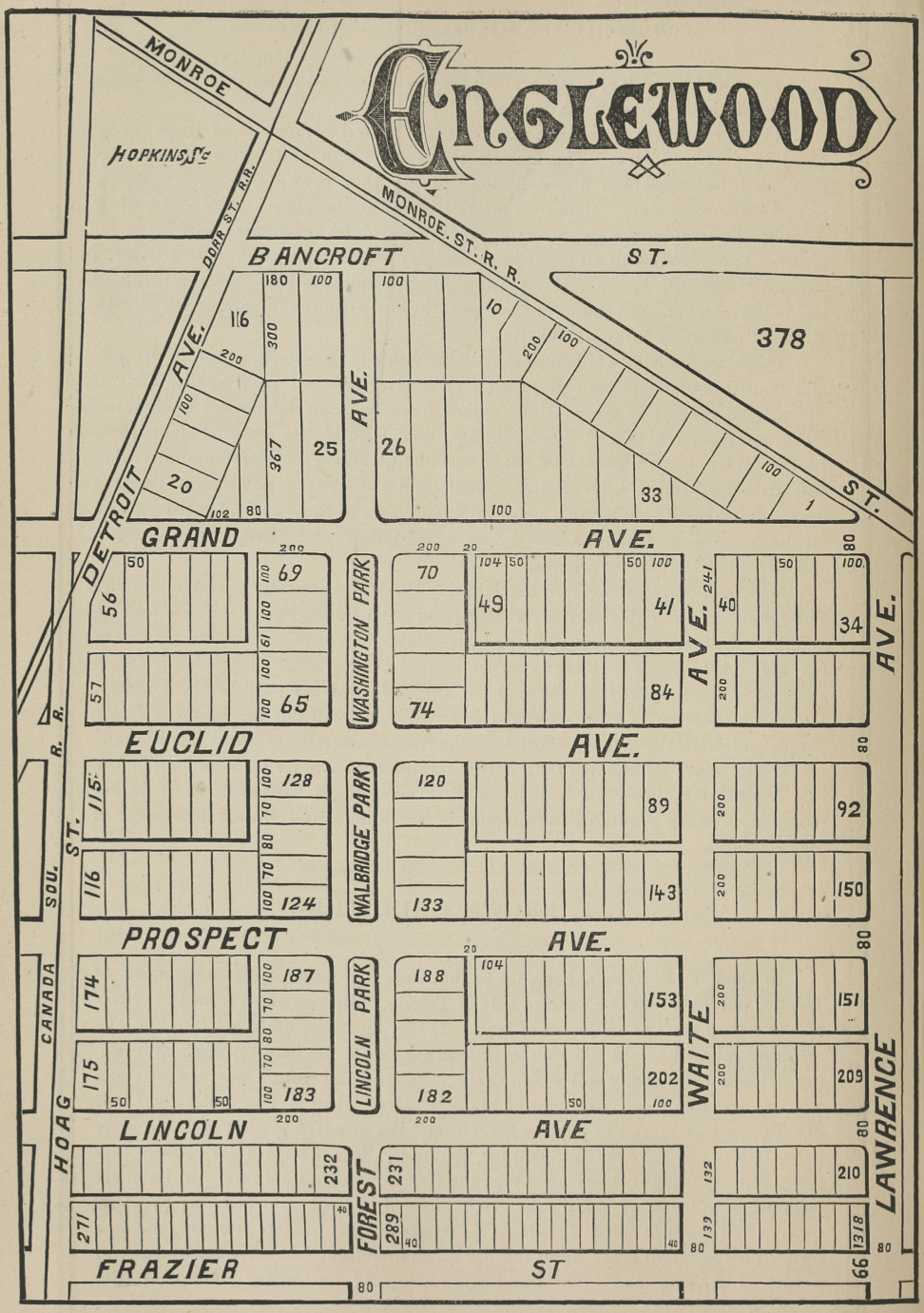
The agricultural classes are generally free from debt, and good crops are rewarding their industry. The manufactories of cotton and woolen fabrics are depressed, but evidences are daily multiplying that they are generally getting out of embarrassments. The iron interest continues in a semi-active state, while most of the steel works are in active operation. The economies now being instituted and adopted in all manufactories, and the cheapness of most articles of general consumption, are fast repelling foreign importations, and securing to our home market, and more, we are entering into successful competition with England and other foreign countries.

These are assuring evidences that the country is gradually assuming its normal condition of trade, and promises a prosperity relieved from spasmodic and exceptional periods of speculation, which have been so deleterious in their effects, and from which the whole country now is, and has suffered since 1873. In the future, central points of trade and manufactures will command attention and attract capital to a far greater extent than hitherto, for the reason, the tendency, by necessity, will force small manufacturers to these central points, where all the economies of manufacturing can be obtained, and cheap transportation and wide distribution be secured.

Where, in the Northwest on the lakes, is there a more central city to a large and consuming population than Toledo, and what point, under the new and inevitable changes now going on, for the establishment of manufactories, more feasible and desirable? Here is cheap lumber, cheap coal, cheap land, cheap transportation, whereby goods may be shipped to every part of the country. It may be confidently assumed that the advantages will not be ignored, if our people put forth the proper effort to make them generally known. Nowhere is real estate relatively cheaper than here; and the time cannot be far distant before idle capital will appreciate Toledo and her advantages, and avail itself of her situation to make profitable investment in real estate and the establishment of manufactures.

T. P. BROWN'S ADDITION.

In 1868, T. P. Brown, Esq., up to that time a prominent insurance agent of Toledo, purchased on the western side of Toledo, fully two miles from the center of the city, a tract of 160 acres of land. If the purchaser designed farming, the selection might be said to be an excellent one, since the land lay high and rolling, with a warm sandy soil which drained readily and which was always clean and dry and free from all traces of malaria. But when it was understood that Mr. Brown had agreed to pay for his "farm" the unheard-of sum of three hundred dollars per acre, or $48,000 for the tract, those who did not believe him crazy were thoroughly convinced that the land covered a gold mine, an immense basin of petroleum, or some other rich mineral deposit of which the previous owners had been in utter ignorance. Whatever the hidden treasure, the new owner proceeded to erect upon the tract a commodious residence for himself, at a cost of $7,500, and other buildings costing $3,300 more. He next con-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HOPKINS ST.
DORR ST. R.R.
MONROE ST. R.R.
BANCROFT
ST.
AVE.
DETROIT
GRAND
AVE.
EUCLID
AVE.
PROSPECT
AVE.
LINCOLN
AVE
FRAZIER
ST
WASHINGTON PARK
WALBRIDGE PARK
LINCOLN PARK
FOREST
WAITE
LAWRENCE
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CANADA SOU. R.R. ST.
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structed a street railroad, running from Summit street out to the very door of his residence. This improvement, including stock, buildings, etc., cost about $35,000. This capped the climax, and people found themselves wondering whether the next step would be the beginning of a tunnel to Lake Erie or the establishment of a line of balloons, making hourly connections with Chicago.

But all these various steps had a definite, carefully considered movement toward one object, and that object was

CHEAP HOUSES.

The tract was surveyed and platted, wide streets were laid out and all the primary requisites were furnished for healthful, pleasant homes at moderate cost. To carry out this design, it was decided to offer a portion of these lots at auction, and on the 19th of October, 1870, in the midst of a drenching rain, 162 lots went under the hammer, and on the day following at a continuation of the sale held at Mr. Brown's office, 253 more lots were sold, the total 415 (out of the entire 900) averaging $125 each, thus footing up nearly $50,000. Thus those that came to scoff remained to buy, and from that time the success of Brown's Addition to Toledo was assured beyond all question. At this time but two residences were to be found within the limits of Brown's Addition, a mile of unoccupied territory separating it from the city. To-day there line its spacious streets and those of the formerly houseless blank 800 buildings, many of which would grace any city in the land. The lots whose average price was then $125 now average in the neighborhood of $800 each, and at this figure are regarded as desirable investments. The manufacturing interests of the city have already taken a firm hold here and extending down Brown avenue, which runs at right angles with Dorr street, just east of the Toledo & Detroit Railroad, we find six or eight large establishments well known throughout the West. These employ a total force of more than 500 men, and represent an investment of a million of dollars, facts that tell more effectively than words of the splendid facilities afforded by the property in this addition which borders the Lake Shore Railway.

On Detroit avenue, a broad and magnificent thoroughfare, at its intersection with Farrer street, stands a neat and tasteful Methodist Church, while two squares further northward, on Missouri street, stands a fine school edifice, in which two flourishing schools are conducted.

The railway facilities of Brown's addition are unsurpassed by any suburban portion of the city. On the south is located the junction of the Toledo and Detroit and main and air lines of the Lake Shore and Michigan Southern Railroad, while on its eastern border runs the lately completed Canada Southern Road. At the Air Line Junction the round-house of the Lake Shore Company has provided accommodations for twenty-four locomotives, one-half the contemplated size of the building, while the machine and repair shops of the company, 60x88 feet, give employment to a large force of skilled mechanics. A fine passenger house has been completed here, and all passenger trains stop in going and coming, thus affording prompt connections both eastward and westward. Twenty-one miles of side-track have been laid out here for breaking and making up of freight trains. As the company have at this point one hundred and sixty acres of land in one tract, they do not undergo any liability of being cramped. The navigable waters of Swan Creek admit of the passage of vessels to within a

short distance of Brown's addition, though the abundant railroad facilities leave little to be desired in this direction. A street railway line has been completed from the Milburn Wagon Works, down Detroit avenue, to connect with the Dorr street line, thus rendering accessible not only that portion of the city, but also the Monroe street line to Summit, giving two direct lines to the center of the city.

The corporation lines having been previously extended in 1875, influenced by its marked prosperity and necessities, the City Council ordered the laying of gas and water pipes through its main streets, feeling satisfied that sufficient profits would accrue to repay them for the outlay.

Judging the future by the past the prospects of Brown's addition are of the most flattering character, and the enhancement of values shows no sign of cessation. We shall be thoroughly disappointed if the next four years does not see upon its smiling streets a miniature city of 10,000 inhabitants, and find it still as now one of most prosperous and desirable portions of Toledo.

FITCHLAND ADDITION.

This tract contains about 200 acres of choice residence property. It is situate in the western part of the city, and is bounded on the south by T. P. Brown's addition, on the west by the County Fair Grounds, on the north by Auburndale and the Milburn Wagon Works, and on the east by Englewood addition. The Dorr street railway extends to its southern boundary, and the Monroe Street Railway to its northern, the two being connected by the Detroit Avenue Railway, extending along the easterly side of said tract from Monroe to Dorr street.

The tract lies mainly between the lines of the Toledo, Canada Southern & Detroit Railway, and the Detroit branch of the Lake Shore Railway. The former company having acquired between three and four acres of this tract on the line of their road at the crossing of Bancroft street, for the erection of a city passenger depot thereon, and which grant, including the road track, is conditional upon the fulfillment of that condition.

This entire tract has been recently platted, and a number of the streets opened and graded ready for use. The plan adopted by the proprietor in laying out Englewood addition has been mainly followed in platting this tract, the streets and avenues being continued eighty feet in width, the same as in Englewood, and a system of parks provided for between the avenues corresponding in size and location with those in Englewood. Most of the tract is covered by a beautiful grove of forest trees which have been carefully selected, thinned out and preserved for shade and ornamentation.

The surface of the entire tract is high and dry, but suitable for residences without grading, and presents as choice selections for that purpose as can be found in the city. Both gas and water have been extended to this property on each of the before mentioned streets, (Dorr and Monroe), and can readily be carried for use to any part of the tract when desired. No portion of the city has advanced within the last four years more rapidly in costly and valuable im-

provements than the several additions surrounding this property. This tract having only been platted within the last six months is now for the first time offered for sale at reasonable prices, with a small payment down, and long time given for deferred payments where improvements are designed.

SOUTH TOLEDO.

PERRYSBURG.

Perrysburg was laid out in 1817 by the United States at what was then deemed the head of the navigation on the Maumee. The expectations were that it would become the great emporium of this portion of the West, but the great increase in the shipping interests of the lakes, and the heavier tonage of the vessels, together with the difficulty of navigating the Maumee and the influx of heavy capital at Toledo, changed the whole current of trade and concentrated it at Toledo.

Perrysburg was for many years the seat of justice of Wood County. Its growth, never rapid, has been steady.

The first physician who settled in Perrysburg was Dr. G. W. Wood, in 1828. The first lawyer was Hon. T. W. Powell. Capt. D. Wilkinson settled in Perrysburg in 1828, and W. T. Way in April, 1834.

The Cincinnati, Hamilton and Dayton Railway passes through the town.

Perrysburg contains seven churches, a masonic lodge, one of the most flourishing in the State, besides a number of other societies, fine school houses, including a parochial school under control of Roman Catholics, a newspaper, the Perrysburg Journal, a bank, two hotels, about 30 stores, a tub and spoke factory, two box factories, two stave and heading factories, one barrel factory, tannery, grist mill and shingle factory, two planing mills, two furniture manufactories, etc., etc., etc.

MAUMEE.

Maumee City was laid out at various times by General Hunt, J. B. Beaugrand and others. At one time it looked as if this was destined to become the favorite spot. It was a busy place for a number of years, vessels came up to its docks, which extended from the upper part of Maumee down to old Fort Miami, and large warehouses lined the landing, but Toledo soon began to take advantage by its superior location.

The Toledo, Wabash and Western Railway passes through Maumee, as does also the Wabash and Erie Canal; the latter furnishes considerable water power. The "Narrow Gauge" Railway connecting it with Toledo is of great advantage.

Maumee has a splendid school-house, costing $30,000, five or six churches, a bank, a hotel, quite a large number of mercantile houses, two paper-mills, three flouring mills, a large iron foundry, a woolen factory, and various other establishments, including the usual variety of artisans and mechanics.

Maumee and Perrysburg are in the center of one of the most interesting localities in the Union, and the old fortifications of Fort Meigs and Fort Miami, with the localities where Proctor opened his batteries upon Harrison, and the

battle fields of Dudley and Miller, are all within cannon-shot of the public school in Maumee. These old landmarks ought to be preserved. As the city of Toledo is rapidly increasing in population it is only a short question of time ere it will reach this locality. The city is already moving fast in this direction, this will enhance the value of property to no small degree, as both places are finely situated for desirable residences and manufacturing purposes.

BROADWAY DIVISION

Is all that part of the city laying south and east of Swan Creek. It is a large territory, and was very considerably increased by the extension of the city two years since. The place was originally started by a company of capitalists from Cincinnati, Messrs. Oliver & Williams, who were joined afterward by J. C. Hall.

The peculiar lay of the land being cut off from the city proper by Swan Creek and the Wabash Canal and extending over to and including the Maumee River forms it almost into a place of itself.

The first improvements were made in 1850, when F. Whittlesy and Daniel Segur erected two saw-mills near where the D. & M. elevators and the Toledo oil mill are now located. About this time a bridge was erected across the creek, and this part of the city was put into connection with the outside world. Following this a number of private residences were erected, and a small flour mill was built near St. Clair street. Broadway is a wide, straight street extending from Ottawa street to the city limits and on to Maumee. In the year 1853 Messrs. Oliver, Morris & Hall erected a large brick hotel at the junction of Broadway and Ottawa streets, called the Oliver House, which has continued to be kept as a first-class hotel to the present time. This tract of land is quite elevated from the river, is somewhat undulating, well laid out, and presents many superb lots for family residences, many of which are already built and occupied by the owners.

When the old Erie and Kalamazoo Railroad was constructed it entered the city by an Indian plain east of the creek, and its stations were on Water street, but when the Southern Michigan and Northern Indiana Railroad was brought into the city it crossed the creek about one and-a-half miles out, and was brought by a deep cut through the Fifth Ward and made its terminus on what is termed the "middle ground." A bayou existed along the shore of the Maumee which was filled in making sufficient ground and dockage for all the railroad business which has since been brought into our city, and the half has not been possessed and occupied. The Island House, all the elevators, offices, round-houses, store-houses, freight and passenger houses, transfer houses, shipping docks, etc., have been built upon this made land, and all has tended to the advanced value or the property of the Fifth Ward.

A swing bridge connects these grounds with the main land, and gives us our railroad facilities without the inconvenience of having railroads cross our streets on grade. This ward, by its proximity to the railroad station, very greatly in-

creased its population by affording homes for the employees of the railroads.

The water-works, with its 224 feet stand-pipe, are located in this district. There are two large flouring mills, one extension saw-mill, one linseed oil mill, one car manufactory, one manufactory of agricultural implements, one tannery, one large brewery, one planing-mill, two malt houses, one pump factory, one stave manufactory, two bridge builders yards, two tobacco factories, one distillery, one refrigerator manufactory, eight churches, two extensive schoolhouses, two halls for public amusements, with all the necessary groceries, saloons, dry goods stores, etc. The Summit Street Railroad is extended very nearly to the water works, making that region quite accessible to the business portion of the town.

The opening two years since of the narrow gauge railway to Maumee has given quite an impetus to the business interest of this ward, and as that road is extended on to the west (eight miles further being built this year) it will continue to rapidly enhance the value of real estate, and added to this the prospect of a free bridge across the Maumee, connecting this part of the city with what has been known as South Toledo and with Wood County, will add much to the desirableness of this property as an investment.

It is hardly necessary to add that many additions have been made of platts of lots for the benefit of all who may desire to purchase.

EAST TOLEDO.

The territory now the Sixth Ward of the city, was originally in the township of Oregon, and the village and postoffice were named Utah, but in 1869 was changed to East Toledo, and is that part of the city lying east of the Maumee River, and is known as the Sixth Ward of the city. It has a river front of about six miles in extent, although at the present writing not a great amount of dockage. The land rises gently from the river and then expands into a beautiful plateau, with some few undulations and a variety of forest trees of native growth, presenting many very fine situations for private residences. Quite a number are already occupied by our wealthy citizens, who thereby gain much elbow room within speaking distance of the business portions of the city, with which it is connected by a free bridge, and a prospect of a street railway. The present comfort and convenience of the city contrasts strangely with the remembrance of one of the old settlers of this part of the city, who relates that he came here in 1836. It was then a waste howling wilderness. The old Bissell House, still standing, had just then been erected, and with a few log cabins on the bank of the river below the present bridge, constituted the village. There was also an old log house on the Stevens place. There was no store or place of business, no regular ferry across the river, and no roads opened to any where until 1840, when what is now called the Woodville Road was cut out and made passable. The first ferry license was granted to E. J. Woodruff. This was run by him until superceded by the horse boats, the steamboat, and finally by the toll bridge, which was in 1872 purchased by the city and made a free bridge.

A log school-house was built in 1836, and Mrs. Ezra E. Howland was the first teacher. We now boast of a very large brick school-house, with three or four smaller ones in the out districts. The first religious services were held at the house of Mr. Woodruff on Sabbath afternoons, and preaching by Rev. Mr. Smith, of Manhattan, a Presbyterian. The first regular religious organization was by the Congregationalists in 1854, and was supplied by Rev. W. W. Williams and others, and is still in existence under the care of Rev. John G. Frazer. There are now six churches and several preaching places—a Congregational, Baptist, Methodist and Lutheran, and two Roman Catholic. V. Plumley opened the first grocery in the place, and Raymer & Co. the first general store in 1859, and although the store has met with many changes of the firm, it still exists under the name of Lane & Co. There are now six or eight general stores, four drug stores, two hardware stores, two jewelers, one tin shop, one baker, one newspaper (the East-Side), three meat markets, three hotels, two milliners, saloons, barber shops, and all the small tradesmen usual in a town. During those earlier days our informant was greatly impressed with the size of the mosquitoes, which were huge and abundant. The staple food of the inhabitants was pork and potatoes, or hog and hominy, and their luxuries were fish and squirrels; as many as 150 of the latter have been shot in one day. Another of their blessings was the fever and ague, which often brought down the entire population, but thanks to the advance of improvements, these things have entirely passed away and are now only known as things that were, the statistics of the various cities proving that Toledo is quite as healthy as any of them.

As stated before the original postoffice was Utah, with E. J. Woodruff as postmaster. In 1859 the name was changed to East Toledo, and James Raymer received the appointment, and the mail facilities increased to a daily mail, and is now supplied with a semi-daily mail.

Among the causes of the progress of the East Side in late years is the termination of the railroads at that point. The first one started was the old Ohio Central Road, which was surveyed, the road-bed prepared, and a large quantity of piling driven to carry the road across the bay, but the road was never tied or ironed, and the old road can now be traced through what was then and is now a wilderness.

The first road completed was the Cleveland and Toledo, its terminus was on this side of the river, and the passengers and freight were for years ferried over the river, and caused great interruption and delay at certain seasons of the year. In 1857 a bridge was completed, which is occupied by the several roads, and adds much to the facilities of travel.

The next road was the Dayton and Michigan, connecting us with Cincinnati, which was opened in 1861, and makes use of the C. and T. bridge to pass into the city.

The next was the Toledo, Tiffin and Eastern Road, which connects us with the southeast part of the State, also with Pittsburg, Baltimore and Washington, opening up to us a large and increasing trade. It was opened in 1873, and connects with the city by a bridge of its own, situated below the Cherry street bridge, but has its shops and round-house on this side of the river. It has also a river bridge connecting directly with the Middle Ground and Wabash elevators.

Another road will be opened in November leading directly to Columbus and the coal regions, which will very materially add to the interests of the East Side, inasmuch as it is designed to bring coal from the Ohio coal fields, which will make Toledo in time one of the largest coal markets on the lakes, and take in return iron ore and lumber to supply the wants of the interior and southern Ohio. This will be the means of a large business in the way of transhipment of these heavy articles, and will ultimately lead to the establishment of large manufacturing interests along the bank of the river where can be had the advantages of water navigation and railroad facilities. The importance of this location must be apparent to the capitalist and manufacturers, and with the revival of business and trade they will not overlook the importance and advantages. Already a large charcoal iron furnace has been established and is doing a very successful business, obtaining their iron ore from Lake Superior. It has also a railroad extending some six miles into the woods for the purpose of obtaining wood for making charcoal. A manufacture of window glass and glass ware could be very advantageously established here, as sand of a very superior quality and in an inexhaustible quantity is found in this neighborhood, and the completion of the railroad spoken of alone will furnish cheap coal, to which may be added the unsurpassed facilities for transportation by rail or water.

The establishment of these railroads led to the founding of a very extensive cattle yard on this side of the river, which has by the employment of a great number of men, and the consumption of large quantities of produce, very materially enhanced the interests of the neighboring farmers.

There is also near by quite extensive pork-packing establishments, where large quantities of hogs are slaughtered and dressed, giving employment to a large number of men.

The Elevator Ice Co. have established an extensive ice house just south of the railroad bridges, and being fitted up with all the modern improvements and conveniences, get out and pack during the season many tons of ice, and during the summer season supply the same to the Cincinnati market.

An extensive stave factory and cooper shop are among the industries of the place; also a manufactory of baskets of every description. Other enterprises are in embryo, and the East Side with her increasing facilities for a constant supply of cheap coal, iron and lumber bids fair to become the focus of many large manufacturing interests, and we know of no point so favorable in every respect as this for the establishment of a large, heavy business.

KELLEY BROS., Real Estate Dealers.

This co-partnership consisting of James and Dr. W. I. Kelley, was organized in September, 1868, and is undoubtedly one of the largest real estate firms in the city. James Kelley was born in Wooster, O., April 28th, 1832, and Dr. W. I. Kelley was born in Wood county, O., February 7th, 1838. Being gentlemen of great experience in all matters pertaining to real estate, and being old and experienced salesmen, they, as a matter of course, command an extensive practice in Toledo and through the State of Ohio. The amount of business done by this firm will average $500,000 per annum. Possessing keen, shrewd business tact, prompt and energetic in their business transactions, honest and faithful in

all their operations, we have no hesitancy in recommending these gentlemen to all who desire their services, as men who will attend to any matters entrusted to their care with all the promptness such business may require The office of the firm is pleasantly located in Room 11, Chamber of Commerce, corner Summit and Madison streets.

J. E. GUNCKEL, Real Estate.

In real estate, as well as other kinds of business, it is necessary for the party interested to invest his money to the best possible advantage. It is also necessary to deal with a party who is prompt and faithful in his business, and who understands the nature of the transaction he is engaged in thoroughly. In real estate business Mr. G. has been engaged for many years. Coming here a comparative stranger, he opened an office for general real estate transactions, and by close application, strict attention to the wants of his patrons, upright and honest with all, he has succeeded by indomitable energy in placing himself on a footing with the leading dealers of the city. In 1875–6, his sales amounted to the very handsome sum of three hundred thousand dollars, ($300,000.) Those who wish to make investments in Toledo or outside property cannot do better than call on Mr. G., who will always be found ready to lay out their money to the best advantage. Mr. G. was born in Germantown, O., on the 14th day of August, 1847. His office is in room 8, Hartford Block, corner Summit and Madison streets.

TOLEDO LAND AND LOAN OFFICE.

This co-partnership, consisting of Geo. Sawyer, L. F. Harris and Wm. Rawle, was organized in November, 1875.

In 1869 Mr. R. commenced the business of buying and selling real estate in this city and vicinity. During the years he was engaged in business, his yearly sales would run from $200,000 to $300,000 per annum, being a very handsome aggregate, and comparing favorably with most of the real estate dealers in the city, he remained alone until 1875, when he formed the association above named. Mr. Rawle was born in England, November 14, 1830. Mr. Sawyer was born in Oneida County, N. Y., February 17, 1837. Previous to Mr. S. and Mr. H. entering into this partnership they were engaged in business in Eaton Rapids, Mich., and are well known as first-class business men, prompt and energetic in their operations, and honest and upright in all their dealings. We have no hesitancy in recommending this firm to those wanting investments in Toledo or elsewhere, as their business will extend where real estate is for sale or exchange. They also do a general loan business, buying and selling gold and silver, Canada bills, exchange, etc. The office of the firm is located at 152 Summit street.

MACOMBER, MOORE & BARKER, Real Estate Dealers.

The above co-partnership, consisting of A. E. Macomber, E. D. Moore and J. J. Barker, was formed in 1874. The firm of Macomber & Moore being organized in 1866, remained as such until 1874, when Mr. Barker was admitted a member of the firm. Since the establishment of this concern their average yearly sales will amount to $150,000. Their trade is largely buying and selling property on commission, and located in Toledo, they not handling any outside property. These gentlemen possess great natural abilities as salesmen, and hav-

ing a wide experience in this business they are rapidly acquiring a reputation of being among the first real estate dealers in the city. We have no hesitancy in recommending them to all who desire their services as honest, energetic and careful men who will attend to any business intrusted to their care with all the promptness the business may require. Mr. Macomber also occupies the position of Treasurer of the Toledo Savings Bank and Trust Company. The office of the firm is located at 48 Summit street.

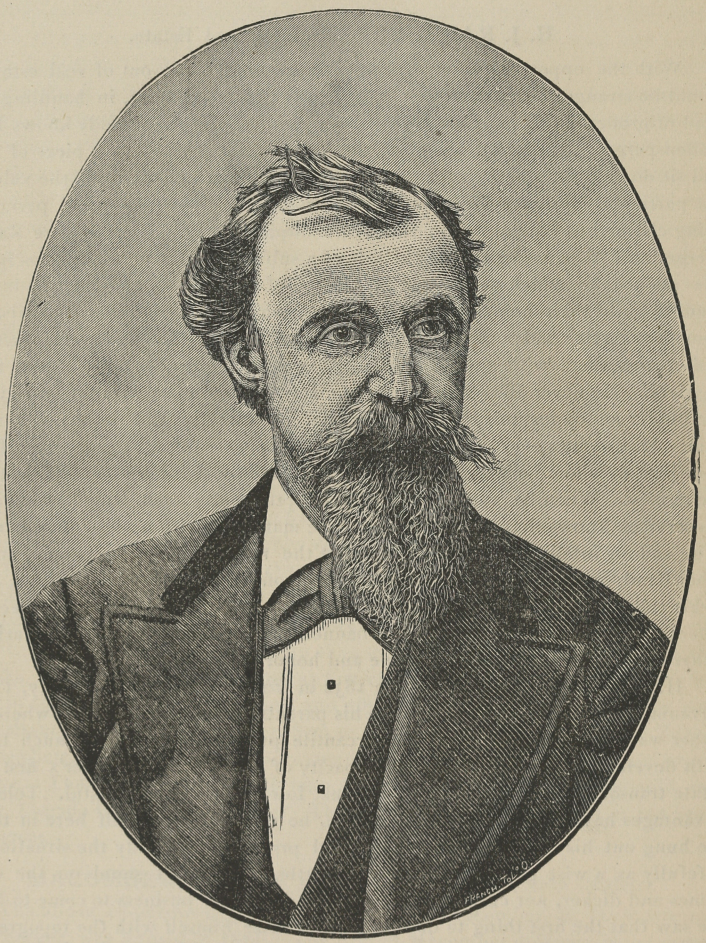
H. J. RAFFENSPERGER, Real Estate.

With the opportunity for making fortunes in Toledo out of real estate, it would be strange if the city did not have one genius, at least, in handling that kind of property. It has the very personage expected. Everybody knows H. J. Raffensperger. He is not one of those sort of traders who buy a piece of land and sit down on it and wait till per force of the growth of the town the value of his particular property is enhanced. Nor will his inventive mind permit of being chained to the automatic duties of a stupid agency. His ways are Raffenspergerian. If he has in charge the sale of a suburban tract he establishes industries about it by which people can be assured of occupation, and then he invites them to build their homes upon it. His auction sales are out-door festivals. A home is what rich and poor want, and with that fond prize he gilds his transactions and crowns them with success. While there is magic about him there is no jugglery. He never allows his auctioneer to strike off a lot without first giving the bidder an opportunity to examine what he is buying and the validity of its title. He confines every trade to truth and is as watchful of the welfare of the poor man to whom he sells a home as of the purse of the land-owner who takes the money. When he announces a sale, therefore, the man who has engaged his services knows that his interests will be managed with a vigor that is magnetic and an intelligence that can foretell the result; while the people, on the other hand, are captivated by his heartiness, confide in his representations, rally to his call and bid for a home and a fortune. Toledoans honor him, because where the winds have toyed with his banner, thriving communities have arisen. Other cities, likewise, know his name and honor it.

H. J. Raffensperger was born in 1832 in East Berlin, Adams county, Pennsylvania. In childhood he came with his parents to Springfield, Ohio, where his father was, for years, engaged in mercantile pursuits, which had much to do with developing the keen business capacity of the son. The latter's first real estate transactions were in 1855, in Keokuk, Iowa, and were successful. Toledo's advantages having attracted his attention, he established himself here in 1864. He hung out his sign in Lenk's Block and proceeded to study the situation as carefully as a wise general maps out a battle. He didn't stand on the curb stones and dicker, nor curl up in his office and wait for business to come to him. He saw that the first thing to do was to familiarize himself with the topography of the city, and this he mastered. He studied the tendencies of business men in seeking sites and the notions of those seeking residences. He watched the city authorities in mapping out improvements. In short he got the "lay of the land" so that he could tell the value of property in any locality and give his reasons for it. Two years after he came here Thirteenth street was opened. When that portion running through the land of Maurice A. Scott was being

valued in the condemnation suit, M. R. Waite (now Chief Justice of the United States) was Mr. S.'s attorney and had Mr. Raffensperger called to give his opinion of the value. Judge Fitch presided and the present Judge Rouse was Solicitor for the city.

The old land-owners and land-mongers had been called by the solicitor and had given their opinions of the value of the property by the acre, their figures being very low, the estimate of one, and a venerable authority, too, being as



low as $50. Young "Raff" (adopting the familiar name given him by his friends) pulled his ear and rubbed his chin with some nervousnsss as he was called to the stand, for he felt that a right valuation had not been given, and that to confront the court and the jury and the real estate men of the city with his honest opinion might be fatal to his reputation. But when the formal in-

quiry came for his estimate he firmly replied "Fourteen thousand to seventeen thousand dollars per acre." His figures were startling and made the solicitor bounce in his chair with surprise. True to his ready resources the solicitor called Mr. Raffensperger's attention to the estimates of the old settlers who had preceded him, and repeated their low figures, and then asked him for the reasons for his astoundingly high figures. Without hesitation the witness proceeded to orally figure the items and narrate the facts respecting sales of property in that neighborhood, and as he would approach the "therefore" of his demon-

stration the solicitor would frowningly interrupt him with an order to give no rules or particulars except those within his personal knowledge. Five times the witness approached his conclusions, and five times the solicitor silenced him, when the venerable judge reminded the solicitor that he had asked the witness to give *his* reasons for his estimate. Mr. Raffensperger was then allowed to proceed. The result of the hearing was that Mr. Waite secured a verdict of $13,000 for his client, just $1,000 less than Mr. Raffensperger's lowest figures. Afterwards Mr. Raffensperger was a witness in a condemnation suit for the branch freight road of the Lake Shore and Michigan Southern Railway in East Toledo, in which damages were assessed at about $70,000, and his estimate was within $100 of the sum awarded. These instances show how carefully Mr.

Raffensperger has studied the value of every foot of Toledo property and all the surrounding influences likely to alter that value. He took care to provide himself with maps of Toledo and a great number of cities, and to study the development of the latter. Probably no real estate man has a more valuable collection of city and land maps. Speaking of his maps reminds us of how he once shook off a patent right agent. The agent had bored him for the better part of a week to buy his right. At last a thought struck the patience-exhausted man. Said he, "Will you take pay in choice suburban lots if I will buy the patent?" "Certainly," replied the agent, "show me your lots." "Very well," muttered Mr. R., and he unfolded a beautifully engraved map and spread it upon his desk. "Here is the old canal, there is the depot, and here is the court-house, and out here at the end of this street are the lots." It all looked natural enough, and the location seemed so favorable that, with eyes glittering with new hope the agent put his hand in his pocket and said, "Get a carriage and take me out there and I'll pay the bill." With solemn reluctance Mr. R. said his engagements were such that he could not do it, whereat the agent was the more eager and badgered him for a full hour to accompany him to the ground on any day he would mention. Mr. R. let him talk and tease, taking care to enhance his notions at every turn with the desirableness of the lots and with his regrets at not being able to ride to them that afternoon, or to set a special time when he could go. "Why not, why not," was the agent's impatient inquiry. "Why, the truth is," at last said Mr. R., "we should have to go to New York and around Cape Horn, or to San Francisco, and thence across the Pacific—that is a map of Jeddo." "Where the hell is Jeddo?" "In Japan," replied Mr. Raffensperger. The agent bowed himself out and never called again.

His first great enterprise in Toledo was the sale of 465 lots in Brown's addition on the 19th of October, 1870, amounting to $46,500. On the 22d of the next month he conducted Lenk's great sale. Though the enthusiasm of the sale on the first day was chilled by a fierce storm of sleet the aggregate sales amounted to $520,000. The next year, in September, he conducted immense transactions in Columbus, and in October of the same year he manipulated 81 lots in Utica, New York, which the owner had offered to sell for $7,700, but which, under his management, yielded $19,000. In April, 1872, he was engaged by a gentleman in Olutha, Kansas, and sold 1,500 lots. In the next May he disposed of an entire addition to the city of Mansfield, Ohio, and on the day of that transaction he sold a $19,000 piece of property in Toledo by telegraph. In the same year he made a second brilliant stroke in Utica, and another in Janesville. In the following year he handled great enterprises in Philadelphia, Janesville, Wisconsin, and Detroit. For his services in Detroit he received a compensation of $6,000. Besides his great sales he has invested heavy sums for parties in Toledo real estate. When we say that Mr. Raffensperger is a Napoleon in the real estate market we say what is true with this qualification—he has thus far had no Waterloo.

I. H. DETWILER & CO., Real Estate Agents; Publishers of the Toledo Argus, a paper devoted to Real Estate, General Literature, and News.

This firm consists of I. H. Detwiler and A. K. Detwiler, father and son. The business was begun by the junior member some time in 1870 by a few ex-

perimental operations, ventured upon while he was occupied as commercial and local reporter for the Daily Toledo Blade. Without a thought of devoting his time wholly to it, he began buying and selling as he had a few dollars ahead and a little time of a morning or evening to spare in attending to the negotiations. These proved to be so fortunate that he concluded to withdraw from journalism and launch out in the real estate business. In February, 1873, the present firm was organized. They have been engaged not only in buying and selling on their own account, but in buying and selling on commission, and in renting and leasing property. The sales of real property effected through this firm have averaged over $350,000 per year. The partners are hard workers, always seeing personally to the business entrusted to them, and never allowing a customer to depart without showing him all proper attention. In the office some one will be found at all business hours to give information to callers.

Appreciating the value of an advertising medium specially devoted to the real estate trade, not only to themselves, but to all engaged in the business, the firm commenced the publication of a weekly paper, entitled "The Toledo Argus," in November, 1874. This is a sprightly journal, possessed of many attractions to the general reader, besides being a repository of information concerning the trade in real estate, the improvements going forward in city property, with editorial and selected articles discussing ably and fully the various topics in which business men generally are interested. The risks of journalism are pretty serious, and many wise ones at first shook their heads ominously, saying something about "too many irons in the fire," etc. But the paper has been made a success. The junior in the firm being a printer, knows how to conduct a paper, and how to make it serve his real estate business and that of others engaged in the same trade. A feature of the business of this firm is making investments in real estate for eastern capitalists, their acquaintance with wealthy capitalists in eastern Pennsylvania enabling them to command an extensive business of this kind.

F. A. KUMLER, Real Estate.

In 1873, Mr. Kumler opened an office in this city for the transaction of real estate business in all its branches, since which time he has gone on steadily increasing his business, until now his average real estate sales will amount to the snug sum of ($200.000) two hundred thousand dollars per annum. His business in this respect compares favorably with other real estate dealers of this city. Young and active, gentlemanly in his deportment, prompt and energetic in his business, ready and willing at all times to attend to the wants of those wishing to buy or sell reas estate, we cheerfully recommend him to the public, as his business extends any place where real estate is sold or exchanged. Mr. Kumler was born in Trenton, O., on the 5th of September, 1848. His office is in Room 4, Anderson Block, Summit street.

W. W. WHITE, Real Estate.

Mr. White was born in Onondaga County, N. Y., in August, 1829. In 1874, in the month of June, he opened an office in Toledo for the transaction of real estate business in all its branches. Being a comparative stranger among the real estate dealers in this city, yet by active and prompt attention to his business and paying close attention to the wants and interests of his cus-

tomers during the short time he has been in business, not quite one year, he has disposed of $30,000 worth of property, which, taking into consideration the stagnation of business generally, and more especially real estate, is a good year's work. Mr. White is keen and active in pursuit of his business, always alive to the wants of his customers. Gentlemanly and courteous to all, and at all times willing to furnish any information that lays in his power, we have no hesitancy in recommending him as an energetic, upright and conscientious man. He is located in Room 5, Hall Block, corner St. Clair and Monroe streets.

J. A. CORBUSIER, Real Estate Dealer.

Mr. Corbusier was born in December, 1825, in New York city. In 1859 he became engaged in the wholesale hat, caps, straw goods and millinery business in Toledo, and after a very successful mercantile career he retired from business in 1871, and then became interested in the real estate business, buying landed property largely on his own account. His office is pleasantly located in Room 10, Chamber of Commerce, Summit street.

GEO. W. LIPSCOMBE, Real Estate.

The subject of this sketch was born in Springfield, Ohio, on the 21st day of December, 1851. In 1874, on the 1st day of July, he opened an office for the transaction of Real Estate business in all its branches. Being possessed of an active, energetic disposition, prompt and faithful to the interests and wants of his customers, and a salesman of fine ability, he has, in the short time he has been a resident of this city, worked up a business that in 1875 footed up the amount of $150,000. Honest and upright in his dealings, we do not hesitate in recommending him, as a faithful and conscientious man, to those who may desire his services. Mr. Lipscombe has also recently commenced the publication of a monthly periodical, The Industrial News, in company with Mr. E. V. E. Rausch, which is devoted to Arts, Science, Literature, and General Information. His office is located in Room 6, Fort Industry Block, Summit street.

DOUGLASS, HASKINS & CO., Real Estate.

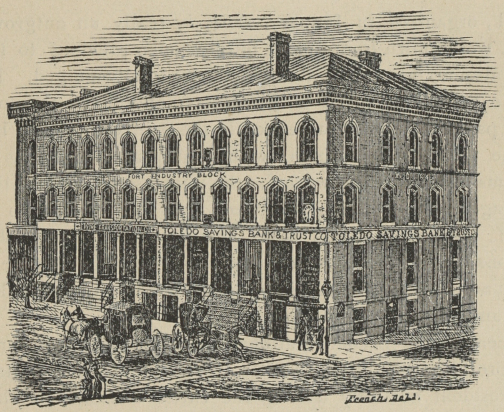
This real estate firm, consisting of George Douglass, Wm. Haskins & Co., was organized in the year 1874 under the firm name of Douglass, Haskins, Walker & Co., for the transaction of business and matters pertaining to real estate. Mr. Douglass was born in Canada, Sept. 1st, 1819; Mr. Haskins in Portland, Maine, in 1828. Being gentlemen of large and varied experience in real estate matters, and being old and experienced salesmen, in the short time they have been in business their sales have averaged $100,000 per annum. Paying close attention to their business, prompt and faithful to the wants and attention of their customers, we have no hesitancy in recommending them to all who may desire their services as prompt, energetic and honest persons, who will attend to any business entrusted to them with all the promptness the business may require. Their office is located at 80½ Adams street.

DR. O. WHITE, Real Estate.

Starting some fifteen years ago in the real estate business, he has remained ever since in the city. At the present time his whole time is occupied in attending to his own property, a large amount of which he is owner. Those who desire good property cannot do better than call on the Doctor. He was born in Ashwood, New Hampshire, on the 18th day of October, 1808. His office is located in room No. 2 Anderson Block, Summit street.

BANKS AND BANKERS.

The solidity of the banking institutions is a fair indication of the prosperity of the city, and they contribute much to sustain and maintain enterprises in our midst. Indeed were it not for the facilities they offer, many of our most important interests could not be kept up. The mercantile and manufacturing interests are all aided, accommodated and helped along by the assistance they receive from the banking institutions, and in no city in the West have the banks been found more ready to contribute toward any enterprise which might be considered legitimate than the Toledo institutions. Officered by our shrewdest capitalists, and backed by the wealthiest of our citizens, they have all experienced a suc-



BANK BUILDING—FORT INDUSTRY BLOCK.

cessful course, and it is with pride that we can say that not one of them can be pointed at, even by its worst enemy, as being in the least bit shaky. This result has been brought about by careful management, and by keeping out of wild and reckless speculations. Thinking them deserving of special mention, we will notice briefly each in detail.

THE FIRST NATIONAL BANK.

As the name implies, this institution was the first organized in the city under the provisions of the National Banking law. Its business, however, dates back to a much earlier period, having been established about twenty-five years since by the firm of Poag & Ketcham, which afterward was succeeded by Ketcham, Berdan & Co., and so continued until organized as a National Bank in 1863. Upon that organization, Mr. V. H. Ketcham was elected president, to which

office he has continuously been chosen until the present time. John Berdan, first cashier, gave place in 1866 to the present incumbent, S. S. Hubbard, who has been connected with the interests of the bank since its doors were opened for business by its founders. Mars Nearing is the present vice-president, and the Board of Directors comprise the names of V. H. Ketcham, M. Nearing, George Spencer, T. B. Casey, Charles F. Curtis, M. Boos and S. S. Hubbard—all well-known as among the most prominent business men of Toledo, and whose directorship is ample guarantee and voucher for the stability and able management of the business of the bank.

The First National began business under its organization in 1863, with an authorized capital of one million dollars, $275,000 being paid in, which afterward was increased to $500,000. The surplus and undivided profits now exceed $200,000, while the deposits approximate a million, and loans and discounts amount to nearly the same sum. The First National Bank building, erected by the bank in 1871, and since occupied by it, is one of tne finest buildings in the city, its cost being about $40,000.

THE SECOND NATIONAL.

This bank, organized in January, 1864, is really an outgrowth of the old Marine Bank, well-known to our older business men previous to the opening of the Second National, into which its business was finally merged. The authorized capital of the Second National is $1,000,000, and at the time of organization $100,000 was paid in. Twice subsequently the paid capital has been increased, the last time to $350,000, which, with a surplus of earnings amounting to $185,000, forms a solid ground-work for the immense business of the bank. The deposits average half a million, and were even larger prior to the panic and depression of business, and its loans and discounts about $850,000. The Second National pays a regular semi-annual dividend of six per cent., free of tax, and it is a noticeable fact that since its organization it has declared dividends exceeding in amount its present capital.

The officers of the Second National are: G. W. Davis, president; J. M. Secor, vice president; Chas. F. Adams, cashier. Mr. Davis has retained his position as President not only during the entire existence of the Second National, but for many years previously was at the head of the Marine Bank. The directory embraces the names of such of our "solid" men as F. J. King, C. B. Roff, John A. Moore, R. Cummings, Dennis Coghlin, P. F. Berdan, Matthew Brown, and the President and Vice President already named.

The Second National occupies elegantly fitted rooms in the Chamber of Commerce Building, on the corner of Summit and Madison streets.

THE COMMERCIAL NATIONAL BANK.

This is the youngest of our banking institutions under its present organization as a National Bank, although the business to which it has succeeded has been in operation for 11 years, being formerly known as the National Savings Bank of C. H. Coy & Co., and as a private banking house transacted a large and safe business. In 1875 it was reorganized as the Commercial National Bank, with a capital of $100,000. The bank is noted for the courtesy of its officers and its fair and honorable course with customers and depositors. It commands the highest confidence among our merchants, and its business is con-

ducted in a cautious and safe mannor. C. H. Coy, a public spirited and wealthy citizen, is the President of the inststution. Mr. J. F. Witker is its Vice President. H. S. Halstead, the cashier, is known to all patrons of the bank as a pattern of courtesy and an able financier. He is well known in Toleds, having been for some years a member of the late firm of Witker, Halstead & Co., who were extensively engaged in the manufacture of tobacco. N. W. Dyer is the Assittant Cashier. C. H. Coy, J. F. Witker, H. S. Halstead, A. Piliod, W. J. Finlay, W. S. Waite, and D. W. H. Howard constitute the Board of Directors. The names of these gentlemen are well known and connected with our most prominent business houses, and they form a strong and wealthy combination, enough to carry the bank through any financial storm which may arise. The entire capital of the bank is invested in Government Bonds, United States currency, sixes having 22 years to run before maturing. A large business is transacted in buying and selling Government Bonds. This bank has one of the best safes in the city, supplied with Sargeants & Greenleaf's double chronometer time locks, thereby furnishing perfect security to special depositors from burglars or fire. The Commercial National opens under favorable auspices, and is destined to rank as one of the best financial houses in the city. Its circulation under the present amount of capital is about $90,000, with a large line of loans, discounts, deposits, and a general banking business. The location is one of the best for this purpose in the city, corner of Madison and Summit streets, in the Chamber of Commerce Building, and the rooms are constructed expressly for their use and handsomely fitted up.

THE MERCHANTS' NATIONAL.

Although of comparatively recent organization this bank takes high rank among the older financial institutions of the city, not only in the extent of capital and business transacted, but also in the standing and reputation which its honorable dealing and the personal character of its officers and directors have secured for it among our business men. It was opened for business in December, 1871, with a paid up capital of $300,000 and an authorized limit of one million. In less than a year after organization its business had increased to such an extent that an addition of $200,000 was paid in, making its working capital one of the largest in the city. Already the deposit account of the Merchants' National ranges near a half million, with a surplus over dividends of over $50,000, and its loans and discounts approximate $800,000. This wonderful growth is largely attributable to the excellent management and personal popularity of its projectors and officers. No change has been made in its officers since the organization, who are: W. W. Griffith, president; N. M. Howard, vice president; C. C. Doolittle, cashier. Mr. Griffith and Mr. Howard are among the old and well known business men of Toledo, and have been connected with many of the enterprises which have promoted the rapid growth of our city, while the experience of Mr. Doolittle acquired during almost a life career in banking business, has been a valuable auxiliary to the operations of the Merchants' National. The directors are among our most prominent and successful merchants and business men: Jno. Cummings, Wager Swayne, Calvin Bronson, B. Meilink, J. H. Whitaker, J. B. Baldy, M. S. Wilcox, Fred. Eaton, R. V. Boice, and the officers above named. The handsome building occupied by

the Merchants' National, on the corner of Summit and Monroe streets, was built expressly for its use by four of the principal directors, and its imposing structure and elegant interior finish are a matter of great credit and pardonable pride to our city.

TOLEDO NATIONAL BANK.

Among the numerous and solid banking houses of Toledo, none are established on a firmer basis or possess a higher credit and standing than the Toledo National, which was opened to business in 1865, and has won its way to its present enviable reputation as one of the leading financial concerns of the city. Its present corps of officers and directors are among our most substantial capitalists and business men, and under their efficient management and control, the interests of the bank are steadily advancing. The president, Samuel M. Young, has for many years been identified with the growing business of our city, being senior partner of the commission house of Young & Backus, and proprietors of the extensive elevators. H. S. Walbridge, vice-president, is also president of the North-Western Savings Bank, and one of our oldest and most successful financiers. The cashier's office is worthily filled by Mr. H. S. Young, son of the president, and a young man of marked ability in his calling. The Board of Directors comprise, in addition to the above named officers, Messrs. Henry D. Walbridge and Richard Waite. The capital of the Toledo National is $300,000, and the amount of its business transactions will compare favorably with any other house in the city.

THE TOLEDO SAVINGS BANK AND TRUST COMPANY.

The history of this bank shows a long and successful career. It was incorporated in 1868 by Richard Mott, James C. Hall, Jno. F. Witker, A. E. Macomber, David R. Locke, Joseph K. Secor, F. J. Scott, Israel Hall, James M. Comstock, Edward Malone, John P. Freeman and Bernard Meilink, some of whom are at the present time trustees and officers of the bank. It is the oldest institution of the kind in Toledo and the largest in Northwestern Ohio. The business of the bank is entirely savings, not transacting any commercial matters whatever. Its investments are strictly confined to government, municipal and real estate mortgage bonds, in which they aim to accommodate their depositors, showing them the preference. The number of those who are in account with the bank at the present time is 5,800. Hon. Richard Mott, a leading and prominent citizen, is its president, and his extensive practical experience adds largely to his ability as a bank president. W. H. Reed, the cashier, is favorably known in bank circles, as well as in the private walks of life. Of all the details of his business he is a perfect master. Hon. Richard Mott, Edward Malone, A. E. Macomber, Jno. E. Carpenter, John P. Jones, Wager Swayne, Guido Marx, John P. Freeman, H. S. Walbridge, M. D. Carrington, Ira L. Clark, Richard Waite, A. W. Colton, Alex. Reed, and Edward D. Moore, all of whom are well-known citizens and prominent business men, are the trustees of the bank. These trustees present an aggregate amount of wealth which is very great, and each and every stockholder is individually liable for any loss the bank or its depositors may sustain. Their statement for January 1st, 1876, runs as follows: U. S. bonds, $28,092.97; municipal bonds, $17,777.35; real estate, $5,700; bonds and real estate mortgages, $361,449.98; accrued interest on all

loans and securities, $15,623.00; furniture, safe and fixtures, $4,139.64; cash, $9,894.39; deposited with national banks, $3,534.54, making a total of $446,211.87. Their liabilities are: Savings deposits and interest due depositors, $334,024.11; bills payable, $3,000; capital stock, $100,000; surplus, $9,187.76, making a total of $446,211.87. The above showing demonstrates the amount of business done and the confidence manifested in the institution. While the bank is officered by its present board of directors we advise its patrons never to change their patronage. The career of the bank has been one of marked, though not showy success from its beginning, and is an institution which, as it is the oldest, enjoys also the honorable pre-eminence of being among the safest and soundest banking institutions of the city. Hon. R. Mott, the president of the bank, has been connected with it from its infancy, and has always maintained for it a credit and character that give the bank a leading position among the monetary institutions of the State. The bank is located at Nos. 46 and 48 Summit street, in the Fort Industry Block, owned by Hon. Richard Mott.

MERCHANTS' AND CLERKS' SAVINGS BANK.

This institution was incorporated under the law of this State in February, 1871, and commenced business with an authorized capital of $150,000. Its paid capital is made up of full paid stock and dividends on partially paid stock, and up to the present time has increased to over $100,000, and is the largest held by any savings bank in the State. A strictly "savings" business is done, and no investments are made of the funds deposited except upon bonds and real estate mortgages, whereby perfect security is insured. Depositors receive a regular dividend of six per cent. per annum, compound semi-annually. The stockholders are among the wealthiest citizens of Toledo, together with a number of capitalists of the Eastern States, and by the laws of Ohio each shareholder is liable for double the amount of stock owned by him.

Of the officers of the Merchants' and Clerks' Savings Bank, the president, M. Shoemaker, was long president of the Northern National Bank, and is now vice-president of the same; the vice-president, C. L. Luce, is principal of the wholesale dry goods house of C. L. Luce & Co.; and its treasurer, O. S. Bond, is one of the best known and respected financial and men business of Toledo, being now a director, and for many years vice-president of the Northern National Bank. To the management and influence of this latter gentlemen, this institution is largely indebted for its successful business and creditable standing among the financial interests of Toledo. The office of the Merchants' and Clerks' Savings Bank is at 78 Summit street.

NORTHERN NATIONAL.

This bank was organized in 1865, under an authorized capital of $300,000, of which one-half was paid up at the beginning of business, and has been subsequently increased by undivided profits to the extent of $50,000. This amount of capital, under its efficient management, has sufficed to do a loan and discount business of from $250,000 to $300,000, while the deposits have averaged from $150,000 to $300,000. Matthew Shoemaker, to whose enterprise the organization of the bank was largely due, was made its first president, which position he continued to fill until 1872, when, on account of ill-health, he resigned to accept the less onerous duties of vice-president. Mr. E. C. Bodman, of the well-known

firm of Milmine & Bodman, grain commission merchants, then became president, so remaining until the present time. The first cashier of the Northern National was E. T. Mortimer, succeeded in 1870 by the present incumbent, F. B. Shoemaker, a son of the former president, and previously connected with the foundry and machine shop of H. Mooers & Co. The Northern National Directors are, aside from the officers named, O. S. Bond, H. J. Chase, John T. Newton and George Milmine, all of whom are favorably known and interested in some of the most important business houses in the city.

The bank has continued its business in the location originally occupied, at 99 Summit street, in the center of the mercantile quarter of business, from which class its custom is largely derived, and with whom it is deservedly a favorite.

NORTHWESTERN SAVINGS BANK.

This is considered by our citizens as one of the solid banking institutions of the city. The board of directors are among our most prominent and enterprising business men, and for good management and financial ability this bank is excelled by none. Although its name indicates a strictly savings institution, it carries on a general banking business, having a paid up capital of $100,000. The wealth and integrity of its directors furnish it a never failing surplus. It commands the highest confidence among our mechanics and laboring men, as well as amongst the business community, and its business is conducted in a cautious and safe manner. On savings deposits this bank pays an interest at the rate of 6 per cent., compounded semi-annually, and here married women and minors can make deposits in their own names and for their own use, thus enabling them to lay up a mite for a stormy day. H. S. Walbridge, Esq., a leading business man and wealthy citizen, is the president; R. Cummings, the vice president; E. H. Van Hoesen, secretary and treasurer, and M. Thies, cashier. The board of directors present an array of names noted for wealth and enterprise: R. Cummings, J. K. Secor, R. C. Daniels, E. C. Bodman, S. M. Young, C. R. Messenger, C. Huberich, D. Smith, G. Milmine, A. E. Macomber, R. Mott, H. S. Walbridge and C. F. Peck appear in the list and are well known as prominent citizens and business men closely identified with our interests, and we have no hesitancy in recommending this bank to the patronage and confidence of all. It is located at 160 Summit street.

GERMAN LABORERS' SAVINGS AND LOAN ASSOCIATION.

This bank is situated at 154 Summit street, and is in charge of some of our shrewdest and most enterprising German business men, and bids fair to become one of the institutions of this city. The projectors saw, at the date this savings bank was founded that the banking facilities of Toledo were not adequate to meet the demands of a city doing the immense wholesale and retail business that Toledo transacted, and taking advantage of this fact established the above named institution. F. Gradolph is president and J. P. Schuck is the secretary and treasurer. Both of these gentlemen are known to the citizens of Toledo as enterprising business men. This institution has proved to be of great benefit to the mechanics and others whose savings are small, and although its name indicates a savings institution, it carries on a general banking business. Mr. M. Boos is the Vice-president, and the Board of Directors are: F. Gradolph, M.

Boos, M. Lotterer, J. G. Holzwarth, George Stetter, I. Wernert, C. Villhauer, A. Spross, and J. H. Kohne.

KEELER, HOLCOMB & CO.

This banking house was organized in 1871, and during the five years of its existence has enjoyed the credit of being one of the soundest financial institutions in Toledo, and has won a deserved popularity among our business men. Unlike the most of Toledo banks, its officers, directors and stockholders are one and the same—Messrs. Keeler, Holcomb & Co., and its "capital" is only limited by the extent of means and credit (which is *unlimited*) of the partners of the house. Mr. S. H. Keeler, the senior, has been a resident and business man of Toledo since its earliest days, and in the success which attends energy and enterprise has kept even pace with the growth of the city. Mr. Horace Holcomb also is one of Toledo's time honored names, having been long a member of the wholesale grocery house now operated by Emerson & Co., and other business interests of the city. The "company" of the firm is Mr. E. H. Norton, who brings to his present occupation a thorough acquaintance with all its details, and a special talent for financial business which makes him a valuable acquisition to the house. Their place of business is in the Opera House Building, corner of Monroe and St. Clair streets, which is a very desirable location, and of the greatest convenience to their patrons from its position in the vicinity of many of the large manufacturing and mercantile houses.

RAYMER, SEAGRAVE & CO.

Not the least in importance of the financial institutions of Toledo is the above firm. Their business consists largely in loaning and investing funds intrusted to their management by Eastern capitalists and others, though they also do a general business in real estate, and a considerable exchange and banking business. A branch of the house is established at Uxbridge, Mass., for the convenience of their large business with Eastern capitalists and correspondents.

The firm of Raymer & Seagrave was established in 1871, and conducted their business at 152 Summit street, where they remained until the fall of 1874, when upon the completion of the Merchants' National Bank Building, corner of Summit and Monroe streets, they removed to their present very eligible quarters therein, occupying a portion of the lower floor. Their business is growing rapidly as they are becoming widely known among investors and business men, and is assuming a magnitude which is a matter of gratification to all. They have been very successful in their business investments, and have loaned over two millions dollars, thereby returning to their principals over two hundred thousand dollars of interest annually, most of which, however, is continued in their charge for re-investment.

Messrs. James Raymer and F. E. Seagrave give their personal attention to the business of the house in their headquarters here, while the Eastern office is in charge of the the remaining member of the firm, Mr. O. B. Seagrave, of Uxbridge, Mass.

THE JOBBING TRADE.

The Jobbing Trade of Toledo has kept pace with her increasing importance as a commercial and manufacturing city. Its various departments, such as Dry Goods, Groceries, Drugs, Boots and Shoes, Notions, Hardware, Hats and Caps, Clothing, Books and Stationery, Straw Goods and Millinery, Queensware, Hides, Pelts and Furs, &c., &c., &c., are fully up to the standard, and will compare favorably with those of any other city in this section of the country. As a general rule these departments are in the hands of old and established houses, whose proprietors are among our most highly esteemed and responsible citizens, who have been educated to their calling, and whose natural tastes and judgment have been strengthened by the experience of a lifetime, and a thorough rational application to business. Many branches of the Jobbing Trade not enumerated above are successfully conducted in this city; and the number of new establishments is a clear indication of the prosperity of the trade, as well as the growth of the city. The stock carried by these houses embraces full supplies from all the best factories in the United States and the choicest selections of goods from foreign countries. The jobbing trade necessitates the employment of a vast capital which in this city aggregates to many millions of dollars. Toledo being favorably situated, has an active and healthy competition in all of her pursuits, and our merchants have a thorough knowledge of their business, a fact which the country dealer has not been slow to take advantage of. The merchants, in view of the rapidly-augmenting trade, have increased their facilities, and to-day extend all inducements which can be offered by any other city in the country. For the benefit of our country dealers we herewith give a short review of some of the principal business houses of the city.

C. L. LUCE & CO., Wholesale Dry Goods.

If a house is successful in trade, one may rely that that success has not come without hard, earnest work, and that, too, frequently in the face of almost insurmountable barriers. The house of C. L. Luce & Co. will well serve to illustrate this fact. It began business in July, 1865, under the firm name of Luce, Chapin & Blass, at No. 196 Summit street, soon after removing to Nos. 32 and 34 of the same street, remaining at this location until January, 1873, when possession was taken of the elegant quarters at present occupied by them, Nos. 132 and 134 Summit street, one of the most commanding structures in the city, being six stories in height. The firm name of Luce, Chapin & Blass existed until 1874, when it was dissolved, a new company being organized and consisting of C. L. Luce, E. W. Goodnow, J. G. Gould and A. B. Luce, under the firm name of C. L. Luce & Co. All of the firm give personal attention to the business, the general management being with the senior partner, Mr. Luce. Mr. Goodnow has been with the house since its inception, and we state but a simple fact that much of the success of the house is attributed to his energy and business capacity. Mr. Gould is from Massachusetts, having come to Toledo just prior to the organization of the present firm, and Mr. A. B. Luce (son of the senior partner) has been with the house for a number of years. It seems to be the policy of this house to attract trade by low prices, and good prices, and to make it an

object for customers to seek the establishment. Their trade lies in Ohio, Indiana and Michigan. The members of the firm are energetic, industrious and persevering, possessing a knowledge of every feature of the trade they are engaged in, acquired through long and patient experience. Dealing extensively in dry goods, notions, woolens and hosiery, and carrying the largest stock of goods of any house in the city engaged in the same business, they can safely challenge competition with any establishment in the trade. Being experienced buyers, well versed in all the dry goods markets, they have succeeded in building up one of the most extensive wholesale trades in the West. (See index to advertisements.)

SECOR, BERDAN & CO., Wholesale Grocers.

Among the many establishments which we are reviewing in the city of Toledo we find none that deserves more attention than that of the above mentioned firm. In the changes that have accompanied the flight of time many of our merchants of to-day have been co-laborers, and no house in the city is more intimately identified with the progress of these later years than that of Secor, Berdan & Co. It is old "fashioned," but the vigor of past is not lost in the years that have come and gone. It was established in 1836 by Messrs. Ketcham & Secor, who opened a jobbing house on the corner of Lagrange and Summit streets. On the 1st of January, 1854, they were succeeded by Secor, Berdan & Co., the firm consisting of Joseph K. Secor, P. F. Berdan and George Secor. Not long after this Geo. Secor retired from the firm, and Messrs. M. Wheeler, John B. Ketcham and James Secor entered. On the 1st of January, 1865, Mr. Ketcham retired, and Mr. John Berdan became a co-partner, and during the same year, Mr. Joseph K. Secor, there being no changes in the firm up to the present time.

Since the original location of the firm there have been many changes made, from corner of Lagrange and Summit to the foot of Monroe street, thence to Mott's Block, two other removals, and then to their present place of business, built by Mr. Joseph K. Secor, with special reference to their occupancy. The building is 33 by 151 feet, five stories high, with basement, and would seem large enough to accommodate the business of this firm, but such is not the case, so two or three basements of adjoining buildings are leased and stored full of goods. It is quite impossible to reproduce on paper an idea of the extent of stock carried, or of the impressions received by even casual exploration. It is, indeed, difficult to really comprehend the magnitude of a house whose transactions are represented by millions of dollars per year, and the sales of Secor, Berdan & Co. will run over two millions. Aiming to supply the retail trade with everything needed, the stock carried is unusually comprehensive, much more than is usual to wholesale grocery houses generally, and it becomes all the more difficult to write of intelligently. They are the largest and most extensive wholesale house in Toledo, and an immense amount of business in Ohio, Michigan, Indiana and Illinois. The house as the oldest representative of the jobbing trade of the city has had a long and honorable career. Its success has been worked for through more than a third of a century, and is justly entitled to the high position it occupies. The location of this firm is at Nos. 116 and 118 Summit street. (See index to advertisements.)

EMERSON & CO., Wholesale Groceries.

This is one of the most extensive and also one of the oldest grocery houses in the city. It was organized in 1848 by Bell & Deveau, occupying a part of the present location, the firm changing in 1855 to Bowles, Bell & Hubbell, in 1857 to Bell & Holcomb, in 1864 to Bell & Emerson, and in 1871 to the present firm, composed of George Emerson, Pliny Watson and Z. C. Pheatt. The amount of business transacted by the house the past year was over a million of dollars, notwithstanding the general depression, an increase from $650,000 in 1871. Four salesmen are employed on the road, the business extending to all lines of road throughout this and contiguous States west and north. The house occupies the three fronts, 142, 144, 146, of 20 feet each, on Summit street, at the corner of

Madison, the whole covering a space of 60 by 85 feet, and is three stories in height with basement. Their line of goods comprises everything in heavy and light groceries, tobaccos, wood and willow ware, etc. (See index to advertisements.)

TAYLOR, RODGERS & CO., Wholesale Boots and Shoes.

This establishment dates its origin to 1858, although none of the present firm were connected with it. The original firm was Bond & Messenger. The present co-partnership, which embraces W. B. Taylor, James S. Rodgers and C. A. Croninger, was formed the 1st day of January, 1874, as successors to Wright, Taylor & Croninger. Although having many lines of goods made for them, and to their special order, it does not lay claim to being a manufacturing house, but is contented with being considered a jobbing house, and as such it takes rank with the leading houses of the city. Since the establishment of this firm it has done a successful and increasing business each year, until at the present time their sales will amount to three-quarters of a million per annum. Naturally enough, this trade is a source of gratification to the firm; they realize that their efforts have been successful.

The trade of the house extends over an area of couutry much larger than is usual to the majority of the jobbing houses of Toledo, doing business throughout Ohio, Michigan, Indiana, Illinois and other States. The wholesale boot and shoe interest in Toledo has many representatives. The business in these houses in the main has been characterized by a spirit of liberality, and by a worthy spirit of competition, rather than by jealous rivalry.

They have all aided in promoting the material interests of Toledo, and none have accomplished more than the firm of Taylor, Rodgers & Co.

The firm are pleasantly located in Hall's Block, Nos. 181 and 183 St. Clair street, where may be found a very full and complete stock of boots and shoes, selected with a knowledge of the needs or the trade, the appearance of the establishment is in every way that of a house in receipt of a large patronage.

BLACK & HOFMAN, Ladies' Underwear, etc.

This business was started in the fall of 1861 by Mr. A. Black, who opened a retail fancy goods house in this city, and which was not long in developing into a jobbing house. Mr. Black, in 1863, became associated with Mr. Barth, under the firm name of Black & Barth. This copartnership being dissolved, Mr. Black again assumed control of the business, remaining alone until 1871, when Mr. Hofman became a member of the firm, the style of the firm being known as Black & Hofman. It was not until March, 1873, that the retail business was abandoned. They do a large and extensive trade in all kinds of notions, hosiery, and white goods. In the meantime the manufacturing of ladies' underwear had been developed, and to-day the firm of Black & Hofman are among the most prominent manufacturers of this class of goods in the country. They carry the most complete and extensive stock of goods in their line to be found in the city or in the West. In January, 1876, they moved into and took possession of the elegant and commodious room in the Hall Block, No. 193 St. Clair street.

PICKENS & PLUMER, Importers and Jobbers of Millinery Goods, 120-122 Summit street.

This branch of business is a specialty in itself, requiring superior judgment and long experience in order to provide properly for the trade, who will find their highest expectations verified in calllng upon the above mentioned firm. Messrs. Pickens & Plumer were the first to establish an exclusively wholesale house in the millinery and straw goods line, which they did in 1867. The utility of this plan was soon manifested in the first class patronage they received. As time has passed, so have they accomplished their object in increasing their custom. They have accumulated a mammoth stock, which for beauty and quality is not excelled, and which indicates the rare capability of the firm in stocking the warerooms with a general line of imported and American goods. They occupy three spacious stories in a building 30 by 167 feet, which affords them

facilities for arranging their stock in a manner extremely attractive to the eye, at the same time admitting of a convenient selection. An important feature in their line, which deserves special mention, is the superb collection of flowers, which are exhibited in magnificent styles, and are absolutely perfect. In viewing these, one becomes disappointed in knowing that they are artificial. It is beyond doubt that the flowers and exquisite bouquets are the productions of none but artists who excel in fine workmanship of this character. The straw goods department includes the latest patterns and material, and never fails to impress upon the mind of the buyer their superior excellence. In their scale of prices they can compete successfully with the eastern houses. These gentlemen possess eminent business talent, which has asserted its influence in the management of their business. In the silk department, ribbons, plain and gros graine, trimming silks, all shades and qualities, are imported. (See index to advertisements.)

C. BARKER, Wholesale Millinery, etc.

On the 20th day of October, 1874, Mr. Barker purchased the interests of his partners, W. W. Sherwood and Wm. Schansenbach, in the firm of Sherwood, Barker & Co., dealer in millinery goods at 109 Summit street. Mr. Barker, who now conducts the entire business, has an enviable reputation as a business man in this city, which he has gained by long years of residence here, and his uniform success under circumstances that were many times most trying. He came to this city in 1857 and entered the firm of W. H. Ketcham & Co., then doing business at 77 Summit street. The panic of 1857 came on shortly after he embarked in business, but the firm was carried through that disastrous year in the handsomest manner possible, much of the credit for which being due to the ability of the junior partner. A year later the senior partner died, and the whole burden of conducting the business devolved upon the younger partner, who acquitted himself very creditably of the task. Mr. Barker commenced his career alone again, with bright anticipations for the future of a constantly increasing business, and that the success which has attended him in the past will not desert him as long as he adheres to the high business standard which he has set for himself. In these hopes all those who have known him in the past will confidently share. His known talent for this peculiar line of business places him in the front rank of those engaged in that vocation, and where such talent and taste are so valuable, he cannot fail to take a leading part. He has at present a fine assortment of millinery and fancy goods, laces, embroideries and novelties, and in fact everything necessary to the equipment of a first class millinery establishment. (See index to advertisements.)

SHAW & BALDWIN, Wholesale Notions, 90 and 92 Summit.

Among the many wholesale establishments that have within the last decade sprung up, taken root and thriven in this city, few have achieved greater success, or been established on a firmer foundation, than that of Shaw & Baldwin. The business, which has with each succeeding year attained a greater magnitude and extent, was commenced in the year 1864 by Babbitt & Shaw. During the year 1868 Mr. Babbitt retired from the concern and Mr. Baldwin became associated with Mr. Shaw, and they have conducted the business in their elegant and commodious quarters at 90 and 92 Summit from that date to the present time. The establishment has a frontage on Summit street of 37x105 feet in depth, including three stories and a basement. As the patronage of the house has steadily increased, their line of goods has gradually extended, until now it comprises a general line of Notions, such as hosiery, gloves, small wares, etc., etc.; also a full line of cottonades, jeans, white goods, parasols. The Dry Goods department is mostly limited to the basement floor, where they have over sixty feet in solid lines of cottonades, jeans, etc. On the same floor are full lines of gent's furnishing goods, consisting of all the popular makes in white shirts, shirts and drawers, over-shirts. These gentlemen have been actively and exclusively engaged in the notion trade in this city for twelve years and need no special mention from us with reference to their aptitude and ability in their special undertaking. All buyers can rest assured that at Shaw & Baldwin's they

can find what they want, at bargains. This firm have constantly on the road a force of travelers throughout Ohio, Indiana, Michigan and a part of Illinois. (See index to advertisements.)

L. S. BAUMGARDNER & CO., Notions and Fancy Goods, 124 and 126 Summit street.

In the notion and fancy goods line improvement and invention is as much the order of the day as the resources of the world will admit of. Capital is continually being invested for their manufacture, employing skilled workmen and machinery, striving to produce better articles at less cost than heretofore. An immense variety of merchandise can be classed as notions and fancy goods, and the popular house of L. S. Baumgardner & Co. has always endeavored to show to the trade the largest possible assortment of such goods. The house was established during the year 1866 under the present firm name, and the business of the house has steadily increased each year, until it has become one of the largest establishments of its kind in the country. By dealing fairly with the trade, by selling goods at small margins and by promptness in the filling of orders, they have aided very materially in the growth and reputation of the jobbing interest in this city and deservedly stand in the front rank of Toledo jobbers. They occupy one of the stores in the Bronson block, Nos. 124 and 126, and consisting of five floors 27x165 feet. As some of their specialties, we will mention hosiery, gloves and knit woolens, their stock of which is always very large and well assorted, and their sales in these goods are very extensive. Of course it is impossible for us to give more than a general idea of what this firm keep in stock, but think we are safe in asserting that no larger or better assorted stock of notions and fancy goods can be found in this country.

F. HUBBARD & CO., Wholesale Leather, Findings, Etc.

This establishment was started as a hide and leather house under the management of D. Coghlin & Bro. Pugh & Moore were their successors, and they in time gave way to Shelden, Morey & Burgert who were succeeded by Burgert & Hart. January, 1865, the firm became Hubbard, Graves & Edwards, that being succeeded by the present firm. Besides doing a general jobbing trade in leather and findings, hides, pelts, oils, etc., the firm also operate a tannery established some years ago by other parties. This enables them to tan a large proportion of their calf and kip stock, and in many ways gives them decided advantages which they are not slow to appreciate. The premises occupied have two fronts, one upon Summit street, No. 66, and one upon Water street, No. 19, thus affording unsurpassed receiving and shipping facilities. The house aims to carry in stock everything required by a vast number of workers, the shoe and harness makers of the West, and as the character of the business has increased so has its trade. Among those that may be called representative firms we place that of F. Hubbard & Co. It has accomplished much for the city and for itself, and its career has been deservedly prosperous. While a young man Mr. Hubbard had learned the tanner's and currier's trade in Massachusetts, and so brought to this field of enterprise a practical knowledge that was of incalculable value, and that has been applied to good uses during the past few years.

JAMES MOORE, Importer and Jobber in Watches and Jewelry.

In June, 1869, Mr. Moore began an exclusively jobbing trade in the above named lines of goods, though he had been similarly engaged in a greater or less degree for the past ten years. We doubt if one in every hundred of the citizens of Toledo has any adequate idea of the business carried on at No. 103 Summit street, up stairs. The fact is Mr. Moore's trade is almost wholly away from the city, and extends into every section of the county, probably to more States than that of any other house in the city. He was the pioneer of this branch of business in Toledo, developed its possibilities by hard work and earnest application to what at first seemed like a doubtful experiment, and the result has been that his trade has increased far beyond his expectations. There is no glittering array of jewelry, of silverware, and articles of value that one looks for in an ordinary

jewelry house, but within the various recesses of a large safe are all manner of watch movements and gold cases. Here are springs, tiny screws, jewels and wheels, and all the component parts of thousands of watches. Here again are drawers packed full of watch crystals. Other receptacles we find devoted to chain hooks, to watch guards, and we know not what. Then there are all manner of watchmakers' tools. In an upright case are displayed elegant lathes of the finest mechanism. Indeed everything is to be found requisite to the complete outfitting of a watchmaker. Mr. Moore is agent for the Waltham Watch Company, the National of Elgin, the New York Watch Company, of Springfield, Mass., and of the Springfield Watch Company, of Springfield, Ill. Of their various makes of movements he carries a complete line. He also imports tools and materials to a considerable extent, and, in brief, has an establishment that is the peer of any of its kind in the West.

J. W. KELSEY & SONS, Pork, Lard, Hams, etc.

While Cincinnati may be accorded the pre-eminence as the great pork market of the West, Toledo has done a large share of trade in that as in other agricultural products. Her position as an agricultural and trade center has made a convenient market for the hog crop, which farmers and country merchants have availed themselves of, with mutual profit to all engaged. The senior member of the above firm has been for many years engaged in pork packing and handling the hog product in Toledo, and in 1867, in connection with F. J. & C. A. King, erected the pork house, 106, 108, and 110 Superior street, where he has since continuously retained his connection with the business, through several changes of partnership to the present firm, consisting of himself and two sons. The pork house is a brick building 60 by 100 feet, comprising three stories and basement, and is admirably adopted for the purpose designed. Messrs K. & Co. employ a capital of $60,000, and do a very extensive business. They make a specialty of corning hams for family use, and their brand is a favorite with our citizens. (See index to advertisements.)

A. T. BABBITT & CO., Wholesale Dealers in Hats, Caps and Straw Goods, and Manufacturers of Silk Hats.

This is a branch business of recognized importance, it being an essential agency, through which the great mass of people obtain the necessary covering for the head, and as such it takes the place assigned to it, as one of the principal business houses in the mercantile line. The representative establishment in Toledo in this branch of trade is that of the enterprising firm of A. T. Babbitt & Co., No. 193 St. Clair street, which came into existence in 1868, buying out the hat firm of W. Littlefield & Co. Mr. Babbitt was then in company with Mr. Herman, under the firm name of Babbitt & Herman, this arrangement lasting till January 1, 1873, when Mr. Herman retired and was succeeded by Mr. E. A. Weed, under the present firm name. The business was started on a moderate capital, but by thrift and industry, combined with good business talent, the firm have increased their trade to large proportions. Occupying quarters 26 by 110 feet, and five stories, they have ample facilities for handling their carefully selected stock of hats, caps and straw goods, with which they defy competition in low prices and quality of goods. They are supplied with a stock of from $50,000 to $60,000, with which to accommodate their immense number of patrons that are found in Ohio and adjoining States. Indicative of the prosperity of the firm is the fact that they retain four salesmen on the road. Messrs. Babbitt & Co. make a specialty of manufacturing silk hats; the style is perfect, and the durability is highly commended as unsurpassed by all those who have dealt in them. (See index to advertisements.)

G. H. GRISWOLD, Jobber of Teas and Tobacco, 52 Summit street, Toledo, Ohio.

This gentleman is a jobber of teas and tobaccos exclusively, throughout the States of Ohio, Indiana and Michigan. In the line of teas he will furnish parties wishing quantities direct from importers, thus enabling buyers to purchase

at prices which defy competition. This fact the trade will do well to notice. Mr. Griswold is the largest jobber of teas in this section of the country; being heavily engaged in this line he is enabled to furnish goods at a more reasonable figure than those less favorably situated. He has had a number of years experience in this line of trade, and therefore from a practical knowledge of the business is able to select only such variety of teas as will meet the requirement and merit the approbation of the consumer. All parties wishing to make purchases in this line will do well to furnish themselves through the agency of Mr. Griswold. As a specialty Mr. Griswold is handling Spaulding & Merrick's celebrated fine cut chewing and smoking tobaccos, being their exclusive agent for this section of the country. The extensive and well merited reputation of this line of goods, and also that they are meeting with the approbation of the chewing and smoking fraternity can be abundantly set forth by the official statement on the packages from this house showing a tax paid of $872,719.02 for the year 1875 alone. Parties in this section of the country can obtain this line of goods only through Mr. Griswold, who will furnish these tobaccos to the trade at better figures than any other first-class goods in the market can be bought. Orders by mail for both teas and tobaccos are especially solicited. Personal attention given to all such orders, and satisfaction guaranteed in every case. (See index to advertisements.)

HERRMAN BROS., Millinery, Silks, etc., etc.

The originators of this establishment were Messrs. Babbitt & Shaw, in 1864. In 1868 the firm became Babbitt & Herrman. These gentlemen continued together until January 1st, 1873, when a further change was made and the firm became Herrman Bros. In 1873 possession was taken of the premises now occupied, No. 72 Summit, where four floors are used, each 20x90 feet. These apartments are well lighted and provided with such conveniences as are required in a business of this character, and the display of goods is also in keeping with the requirements of a first-house, An immense business is annually done in millinery, silks and straw goods, of which large stocks are carried. No house in the city can offer the trade a better stock, or in all things pertaining to the trade afford greater inducements to buyers. As a result, the sales of Herrman Bros. are very general; Ohio, Michigan, Indiana and Illinois are made to yield tribute to Toledo enterprise. Three traveling men are employed, and their efforts are evidently productive of good, as the trade of the house has exhibited a decided and gratifying increase each year since its organization. Both the members of this firm are active workers. Their labors thus far have been crowned with success; their trade is constantly extending, and the future of the house certainly has a prosperous outlook.

BACON & WILL, Hardware.

This firm, though young in business here, exhibit an amount of energy and capacity which cannot fail to give them a firm standing in the trade of our growing city. Beginning on the 1st of January of the present year, as successors to the firm and trade of Messrs. Coblenz, Miller & Bissell, they have increased the stock to the full capacity of their double store at Nos. 77 and 79 Monroe street, the whole of which they occupy from basement to attic. Their stock has been judiciously selected to meet the wants of the trade, and comprises every article pertaining to the hardware, stove and tin trade, as also builders' supplies of glazed sash, doors, blinds, glass, paints, oils, etc. They carry a full line of the best farm implements, tools and machines, belting, packing, etc. They do an extensive home business, and their jobbing trade extends largely through Ohio, Indiana and Michigan, and is steadily increasing under the judicious management. Messrs. Bacon & Will are possessed of excellent business tact, and with their genial manners and straight forward dealing, are gaining hosts of friends and customers, and making a reputation in business circles which many older houses might envy. (See index to advertisements.)

KAHLO & CROWE, Dealers in Iron, Steel, Heavy Hardware and Wagon and Carriage Wood Work.

This firm, with their mammoth stock of goods, is located at No. 258 Summit street, occupying a building with a frontage of 20 feet by 90 feet deep, three stories high and a basement under the whole. The business was started in 1874 by the present firm. Their stock contains heavy hardware of every description, and everything needed to manufacture wagons, from the heavy wagon for farm or lumber purposes to the finest and most minute piece of carriage material. They employ a large capital and transact a business worth $100,000 per annum. Their trade is principally located in Ohio, Indiana and Michigan. Being active and energetic business men, they are prepared to fill orders in their line promptly and with satisfaction to the purchaser. Messrs. Kahlo & Crowe are also land and ticket agents for the Atchison, Topeka, and Santa Fe Railroad. This route passes through the most fertile country in the United States, and is justly termed the "Brazil" of North America. Much could be said regarding the beautiful valley of Arkansas, which is rapidly increasing in population and wealth, but nothing which will be as convincing as the appended table:

STATEMENT OF HON. JOSEHH ROSS,

of Newton, Harvey county, formerly of Pittsburgh, Pa. Purchased of the A., T. & S. F. R. R. Co. section 27, T. 23, R. 1 west, 640 acres, at $7.75 per acre, on eleven years' time. In 1874 bad 50 acres broken and sown to wheat, with the following result:

Breaking	$3 00 per acre,	$150 00
Stirring	1 50 "	75 00
Harrowing	25 "	12 50
Seed, 75 bushels	1 25 per bush.	93 75
Drilling	25 per acre,	12 50
Harvesting and stacking	2 00 "	100 00
Threshing 1,250 bushels	.05 per bush.	62 50
		506 25
Cost of land, 50 acres	$7 75 per acre,	387 50
		$893 75
1,250 bushels wheat	$1 15 per bush.	1,437 50
Net profit		$543 75

Judge Ross now owns 1,280 acres of railooad land, has 524 acres in winter wheat, which is looking splendid. Mr. Kahlo has charge of this department, and any one desiring to follow the advice of Horace Greeley to "go west" will do well to call on Mr. K., who will be pleased to give such information as will enable them to secure a home in this most fertile and attractive valley. (See index to advertisements.)

WILCOX BROS., Ship Chandlers.

Among the prominent business houses of Toledo that of Wilcox Bros. may be mentioned. The origin of this house dates back to 1854, when it was founded by Read, Wilcox & Co., who continued in business until 1857, when M. I. Wilcox assumed control, remaining alone until 1860, when the present firm was organized. This firm deals largely in cordage, mill supplies, and are able to thoroughly fit out a vessel and provision her. This firm is composed of active, enterprising business men, and as such receive their reward in an extensive and growing trade. These gentlemen are well known, upright, reliable men, and as such take a leading position in business. Their place of business is at Nos. 64 and 66 Water street. (See index to advertisements.)

MARKSCHEFFEL & BRO., Wholesale Groceries and Liquors.

Charles and William Markscheffel are among the oldest residents and business men of Toledo, dating back to 1855. In 1862 they formed a partnership in the grocery trade, occupying a store in Lenk Block, on Summit and Monroe streets, until the beginning of the present year, when they removed to more commodious quarters in the new Coghlin Block, at 86 and 88 Monroe street. The two stores there occupied by them are necessary for the very large jobbing trade carried on with dealers upon all lines of railroad leading out of the city through Ohio, Indiana and Michigan. The stock kept by them is very large, averaging from $40,000 to $50,000, and comprises a full line of standard and fancy groceries, foreign and domestic fruits, wood and willow ware, imported and native wines, liquors, whiskies and cigars. The salesmen are kept on the road, and with their enlarged capacity their already extensive trade is much increased.

FLINN & YOUNG, Wholesale and Retail Furniture.

The furniture establishment of Messrs. Flinn & Young is the largest in the city. Their salesroom at No. 75 Summit street is 20 feet front by 100 feet deep. Here are exhibited the products of their finishing shop, which is located on Erie street near Monroe and has a frontage of 22 feet with a depth of 80 feet and four stories high. This business was established in 1867 by Messrs. Flinn & Young, who have by energy, perseverance and patient industry succeeded in placing themselves at the head of the furniture trade in the city, and building up an extensive and lucrative business. The proprietors of this establishment are men of extensive experience in the furniture manufacturing business, each being a practical expert in the branch over which he exercises control; hence patrons may rely upon purchasing from this company nothing but articles of the best kind. Their present reputation has been acquired by dealing only in the best of goods, and a glance at their order book will convince the most skeptical that their efforts are appreciated by a large class of furniture dealers throughout this State and Michigan. (See index to advertisements.)

MATHEWS, SCHANSENBACH & CO., Wholesale Fancy Groceries, Fruit and Confectionery.

It is with pleesure that we give a review of this energetic and enterprising establishment. It is located at 164 Summit street and occupies a building 30 feet front by 200 feet deep five stories high. It must at once be conceded that this is an exetnsive establishment. It invests a capital of $65,000 and does a business of $350,000 per annum. This house was first started by W. J. Finlay in 1848, who continued the business until 1873, when the firm became Klemm & Humphrey, remaining as such until 1875, when Mr. Schansenbach became a member of the firm. On the 5th of May, 1876, the firm of Klemm, Humphrey & Co. was dissolved, and the firm of Mathews, Schansenbach & Co., consisting of R. W. Mathews, Wm. Schansenbach and L. Humphrey was organized. These gentlemen are old residents of Toledo, with the exception of Mr. Mathews, who is from New York, and are prominent, active and energetic business men, and their large establishment throughout is the representative of the busy hum of industry and action, demonstrating the fact that the proprietors are able and talented men, capable of the management and control of great enterprises, and the attainment of steady and lasting success. They present an extensive and well-selected stock of confectionery, fruits and fancy groceries. Their trade is located in Toledo and through the Western States, through which localities they have gained an immense popularity, and all retail dealers are learning that at this house is the place to get good treatment and the best of bargains.

M. L. PADDOCK, Hatter and Furrier.

During the primitive ages of humanity, before the era of art and civilization had dawned upon the world, skins and furs of animals, rudely constructed into garments, constituted the principal articles of wearing apparel then used

by the people, especially those of the temperate and colder climates. At the birth and development of art and higher mechanisms, cloth of various descriptions and styles became the prominent element, and the fur of animals took its present important position as outer garments of protection from the chilling blasts of winter, and of the adornment of the general dress. One of the most extensive fur and hat establishments in Toledo dealing in specialties is that of M. L. Paddock, established in 1865. Outside the great cities of the country, it is hardly probable that any city can boast of so large and complete an assortment of the finest goods in the hatter and furrier line as is displayed at Paddock's, 125 Summit street. Manufacturing, as well as importing, the firm is in a position to suit any taste in style and fashion. In addition to the usual traffic incident to the business, the firm makes a point of the altering and repairing ladies' furs, and the trimming of cloaks, etc, with fur skins. Only first-class and experienced people are employed in this work, and no establishment in the West excels Paddock's in this respect. (See index to advertisements.)

DONOHUE & DUNNING, Dealers in Pine Lumber, Etc.

This lumber yard was started by Uriah Wilson and Thos. H. Donohue in August, 1873. This partnership was dissolved in 1874 by the death of Mr. Wilson, the business being carried on by Mr. Donohue until 1875, when he became associated with Mr. M. L. Dunning, under the firm name being known as Donohue & Dunning. Upon the establishment of this business the capital invested amounted to $1,500, but under the careful, shrewd and business like management of these gentlemen it has increased to $8,000, upon which amount of capital they do a trade of $40,000 per annum. This firm deals in pine lumber, shingles and lath, and is the only exclusively retail lumber yard in the city. Special attention is also paid to glazed doors, blinds and mouldings. As business men they rank A No. 1, and their reputation for honorable dealing increases with every transaction they make. Their trade lies principally in Lucas and adjoining counties. Showing the high estimation in which Mr. Donohue is held in the Eighth Ward, he was elected member of the Board of Education from that ward in 1876. Their office and yard are located on the corner of Dorr street and Canada Southern Railway. (See index to advertisements.)

WM. GREEN & BRO., Dealers in Barley, Rye and Malt.

To do justice to a sketch it is necessary to speak of its leading points, and when we speak of this important branch of trade, namely, the manufacture of malt, it is an imperative necessity to speak of the above mentioned firm. This business was established by Mr. Wm. Green at Tippecanoe, Ohio, in 1868, where he did a thriving business until the fire fiend visited him in 1874 and destroyed his works. Nothing daunted, Mr. Green at once made up his mind to look for a more favorable locality in which to carry on his business, and in the spring of 1875 he came to Toledo and organized the firm of Wm. Green & Bro., admitting his brother, Mr. George Green, of Troy, Ohio. This firm at once took rank among the leading business houses of the city, manufacturing malt to the extent of 25,000 bushels yearly, and buying and selling three times this amount. They also deal largely in Barley, Rye, etc., handling on an average over 50,000 bushels during the year, which they purchase and sell at their own risk. Employing a capital of $30,000, they are enabled to do the handsome business of $60,000 per annum, their trade being principally located in Ohio, Indiana, Michigan and Kentucky. This firm is favorably known throughout this territory by the prompt manner of conducting its business, and we bespeak for them a successful career. Their place of business is located at Nos. 56 and 58 South St. Clair street. (See index to advertisements.)

GOSLINE & BARBOUR, Miners and Shippers of Coal, and Dealers in Pig Iron and Coke.

These gentlemen represent an interest of no small proportion, extending through the States of Ohio, Michigan, Indiana, Illinois, Missouri and Iowa. Wm. A. Gosline and Marcus V. Barbour came from Cleveland in 1872 to Toledo,

which they use as a distributing point for a portion of their coal. Their yard and dock is on the Lake Shore and Michigan Southern middle ground, where they have 220 feet water frontage, also have 80 feet water front on Monroe street, where their warehouse and office is located. They are agents for the Lehigh Valley Railroad Company for the sale of Lehigh, Wilkesbarre and Lackawanna coal, which they handle extensively through the States and Canada. Their arrangements are such that orders are filled direct from the mines and shipped through in line cars, and make prices delivered at all points on lines of railroads in this vicinity and through the West. This firm is also largely interested in shipping Ohio bituminous coal through the West, as well as in the Cumberland Blossburg trade, which they bring direct from Maryland in box cars, and ship over all roads tributary to Toledo and Detroit, also through Chicago and the far West. Messrs. Gosline & Barbour first had their office at No. 5 Bridge street, but in order to facilitate the introduction of their coal in this city, and be better able to meet the wants of their growing trade, they purchased, in August, 1875, the warehouse and yards of B. G. Sweet & Co., corner of Monroe and Water streets, where they removed and will continue to have their office. They give employment to a large force of men, and run twelve and fifteen wagons for city delivery in the busy season. Their yearly transactions are already large, and with the well known character of the firm and their unequalled facilities, the business cannot but increase in volume from year to year.

S. C. SCHENCK, Agent for the Anthracite Coal Association.

The association of which the above gentleman is agent is composed of the Delaware and Hudson Canal Co., the Delaware, Lackawanna & Western Railroad Co., and J. Langdon & Co., of Elmira, N. Y., and represents very heavy railroad and coal interests. Their principal coal sheds and yard are located on Water street between Walnut and Locust streets. The coal dock and sheds were built by Capt. Jas. Montgomery and leased by this company in 1870. Soon after the business was started Mr. Schenck came here from Fulton, Oswego county, N. Y., and took charge of it and has continued the management of it ever since. From a business of only 5,500 tons the first year, confined chiefly to the city, an extensive trade has been built up extending south to the Ohio river and west as far as Kansas City, amounting in 1875 to over 35,000 tons, being an increase of nearly 50 per cent. over the previous year. Handling so large a quantity requires extensive shipping facilities and involves a large amount of labor and expense. The company ship to Toledo from Buffalo, Charlotte and Oswego, and employ during the shipping season a large fleet of vessels. As many as eleven have arrived in port on the same day with coal for their yards, and a force of some ninety men employed in discharging the same. Their disbursements have the last year, for freight, labor, etc., reached the sum of $80,000. They employ on an average about 30 men, and nine teams for shipping and delivery. Besides their coal dock first mentioned, which has one of the most substantial and extensive sheds in the country, with a water front of 245 feet and furnishing storage for 10,000 tons of coal, they have a yard and office, foot of Adams street, chiefly for retail trade, and also occupy a large space on the Lake Shore Railroad Co.'s dock with coal for transhipment by car loads. During the summer of 1876 it is proposed to have appliances arranged for unloading most of their coal by steam power, as is now done in Chicago, thereby saving a great deal of expense for labor.

BOND & ALLERDICE, Hides, Pelts, Furs, Wool, etc.

This firm was organized by T. E. Bond and Joseph Allerdice under the above firm name, in 1871. They are engaged in dealing in hides, pelts, furs, wool, tallow and plastering hair, buying their stock in the surrounding country and selling to the tannery trade principally. They employ twenty men. Mr. Bond, who is an active, prompt and energetic business man, has control of this establishment, which is located at Nos. 161 and 163 Water street, Toledo, O. They have also a similar business in Indianapolis, Indiana, at Nos. 202 and 204 Meridian street, which is under the immediate supervision and control of Mr. Allerdice. (See index to advertisements.)

BOWES & BARRETT, Hides, Furs, Etc.

This firm, composed of Robert U. Bowes and Frank Barrett, both of whom were men of long experience, and each doing a large business in this line previous to uniting their separate interests in this partnership, is now one of the most extensive in the city. The business now under their management was started in 1860 by Bowes & Brooks, continuing until the death of Mr. Brooks, in 1873, when Mr. Bowes formed a partnership with Mr. Howell, which was dissolved in 1873, and the present firm established. The average of trade during the first few years of business by Messrs. Bowes & Brooks was about $60,000 per annum, while the annual business at present will aggregate about $500,000. The market for the hides, pelts, furs, plastering hair, etc., comprising the trade of this house, is principally in the Eastern States, and furnishes employment to two traveling men. Their location is at 131, 133, 135 and 137 Water street, occupying a brick building three stories high, and covering 40 x 80 feet of ground.

EDWARD MELCHERS, Wholesale Liquors.

This gentleman has had a life-long experience in the liquor trade, and for 20 years carried on business in Detroit. He removed to Toledo in 1869, and began business on Washington street. In 1875 he erected the building, 103 Monroe street, now occupied by him, which was designed expressly for this business, and combines every convenience of arrangement which his long experience enabled him to devise. The building covers 20 by 105 feet, and is four floors in height, the basement being used and fitted as a wine cellar. Mr. Melchers is an extensive dealer in imported and domestic liquors and wines, and is also largely engaged in rectifying and re-distilling. His rectifying apparatus is of his own invention, for which he has obtained a patent, and is a great improvement upon the methods heretofore in use. He makes a specialty in the manufacture of a fine quality of triple refined cologne, spirits, wine, rye and bourbon whiskies, cordials, etc. His trade is very extensive with city and country dealers in northwestern Ohio and Indiana.

SEYFANG & SCHEUERMAN, Wholesale Bakers.

It is with pleasure we give a review of this energetic and enterprising firm, located at Nos. 93 and 95 Market Space, occupying a brick block three stories high, 33 by 50 feet. They have a large capital invested, and do a business of $100,000 per annum. The business was started in 1865 by Mr. Seyfang, at 35 Summit street. Mr. S. was in business with Worts & Co. for five years previous to starting for himself. In 1866 Thomas Jackman bought out the firm of W. & Co., and Mr. Scheuerman buying of him in 1868 and associating himself with Mr. Seyfang, the firm name became Seyfang & Scheuerman. In 1870 the firm moved to the building now occupied and owned by them. Mr. Scheuerman is the traveling salesman for the firm. The members of the firm are Germans by descent, and are possessed with that native Teutonic spirit that knows no faltering, but bends all energies to success. They make a specialty of crackers, and being skilled in the art and and science of the manufacture of these articles, they give the best of satisfaction. Their trade is located in the city and to all points within 100 miles on the different lines of railroad leading from the city. They employ only skilled workmen, some fifteen being constantly engaged with the firm, employing also four teams, using also a twelve horse power engine to carry on their business.

TYRON & ROOD, Wholesale and Retail Grocers.

To do justice to a subject it is necessary to speak of its leading points, and when we speak of this important branch of trade, namely, the grocery trade, it is almost imperatively necessary to speak of a leading house engaged in that business. The house of Tyron & Rood may well and deservedly be considered one of the leading establishments of Toledo. Messrs Tryon & Rood employ eight operatives, and do a trade of $120,000 per annum. They also do a large

wholesale trade in Ohio, Indiana and Michigan. Always keeping a full and complete stock of groceries on hand. It is the only strictly cash grocery store in the city. They are also sole agents for Holly Mills brand of flour. These gentlemen are men of ability and capacity, exerting every effort to keep their stock in a complete condition, not obliging their customers to go elsewhere for good selections. They make their purchases with the utmost care, keeping an ever vigilant eye on the market, and in consequence they buy at the lowest prices, which advantage enables them to sell low to their patrons. Their store is at No. 46 Monroe street.

H. C. WASON, Lumber Dealer, Auburndale.

Mr. Wason is an experienced lumberman, having spent some ten years of active life in the lumber regions of Michigan previous to starting business in this city. He came from Saginaw to Toledo in 1875, and being attracted by appearance of business in the vicinity of the Milburn Wagon Works, he decided to locate in Auburndale, and opened a lumber yard the first of September. His yards occupy an acre or more of ground on the side track of the Detroit and Toledo Railroad, on the corner of Bancroft and Albion streets, and are very eligibly located, and are well stocked with all grades of pine lumber suitable for building purposes, both rough and dressed. He has excellent facilities for getting lumber, receiving it direct from Saginaw by rail, and unloading cars at his own yard. He also receives large quantities on vessels in cargoes of 300,000 feet at a time, which is discharged on Swan Creek, and conveyed from there by teams to his yards. Mr. Wason has from the first found a remunerative trade, both in and around Auburndale, and from the country around, supplying many farmers in the vicinity with material for fences, houses and barns. He keeps also a supply of dressed lumber, flooring, sash and doors of the best manufacture, mouldings, etc., all of which can be purchased of him on as reasonable terms as at any similar place in the city. (See index to advertisements.)

E. M. RUSSELL & CO., Refined and Machine Oils.

These gentlemen, who are the successors of Messrs. L. L. Chandler & Co., started this business in October, 1874. They are wholesale dealers in refined and machine oils of all kinds, and of the best make. They have a capital of $4,500 invested in their business, and are doing a trade of $20,000 per annum, and which is constantly on the increase. Their warehouse is located in West Toledo; size of building, 40 feet square. These gentlemen are prompt, energetic and thorough-going business men, and as such take rank in the leading business circles of Toledo. Their office is at No. 293 Summit street.

SULLIVAN, CHAFFEE & CO., Rectifiers and Wholesale Liquor Dealers.

This business was established March 1, 1875, by Mr. William Sullivan, who previous to coming to Toledo was one of the firm of Pettibone & Sullivan, liquor dealers in Buffalo. After closing up his business in Buffalo, he decided early in 1875 upon Toledo as a point for future operations, and the signal success already achieved affords good evidence of the correctness of his choice. Soon after coming to Toledo, Messrs. H. A. Hanner and C. B. Chaffee, of Tippecanoe City, Ohio, became associated with him under the above firm name. The brick block situated on the corner of Lafayette and Ottawa streets, Nos. 62 and 64, containing four floors and basement, 40x90 feet, was secured and the building fitted up with machinery of the latest and most approved construction, including a copper still and column as used by the best French manufacturers, and two Sinclair Patent Rectifying Machines, which sustain a pressure of 500 pounds to the square inch, with tubes and other appliances for the business. The copper still and rectifier cost about $10,000. The capital invested in the business is $40,000, and their sales in 1875 amounted to $250,000, with a prospect of a large increase in 1876. They handle about 150 bbls. highwines per week, manufacturing alcohol and French spirits for the wholesale trade in Ohio, Pennsylvania, Indiana, Michigan and New York. They also deal largely in rectified whiskies, gin, etc. The large extent of their transactions in so short a time after starting is evi-

dence of good business management and thorough attention to details. The use of best machinery and superior methods of rectifying, whereby a great saving of labor is effected as well as of waste from evaporation, enables this enterprising firm to sell as cheaply as any reliable house in the country.

L. FRANC & CO., Wholesale Liquors.

This house succeeds to the trade and business of one of the oldest liquor houses in the city. L. Franc, the senior member of this concern, on his arrival in Toledo in 1866 became engaged in the retail dry goods trade. He remained in this business for about three years, when he bought out the old established liquor firm of D. Coghlin & Co. He immediately formed a co-partnership with Louis Bourie and Stephen Dyer under the firm name of L. Franc & Co. This firm lasted but three months, when it was dissolved. Thereupon Mr. Franc admitted Mr. Heyn, remaining together for some time, when Mr. Rosenthal became a co-partner, the co-partnership being now known as L. Franc & Co. They occupy a four-story building and basement at No. 64 Summit, the basement being filled with foreign and domestic wines. Some of the finest liquors in the United States is carried by them in stock, and the lovers of good whisky can find it in abundance at this establishment. Messrs. Heyn & Rosenthal do the traveling for the house, Mr. Franc remaining in the store. Their business extends through Ohio, Indiana, Michigan and Illinois. A large and first-class trade is done in both city and country. All of the firm give their personal attention to the details of the trade. Three genial, business-like men are associated together, and we are glad to chronicle the fact that their energy has brought about a gratifying success in business.

STETTINER, LANDMAN & CO., Rectifiers and Wholesale Dealers in Liquors.

At No. 202 Summit street we find the handsome quarters of Messrs. Stettiner, Landman & Co., rectifiers, importers and wholesale dealers in liquors, wines, etc. This establishment was founded by Messrs. Stettiner & Co. in 1860, who continued the business until January, 1875, when the firm name was changed to Stettiner, Landman & Co. They occupy a building 30 by 120 feet, four floors and basement. Upon the first floor is a commodious office, and a general salesroom, and the upper floors are used for rectifying purposes. These gentlemen keep on hand a large and complete stock of liquors of all kinds, and wines foreign and domestic. They have also a complete line of glassware for bar purposes. Three travelers are kept on the road by this house, its trade being in Ohio, Indiana, Michigan and Illinois. They also ship goods as far as Kansas and throughout the South, their trade amounting to $150,000 per annum. This house also double rectify to a large extent, and every department of the trade is in the best of shape. The trade of this house in the city is large, resulting from their fairness in dealing, the suitable and commendable quality of their goods, and their ability to give reasonable figures. For the same reason they enjoy immense popularity in the several States from which they receive large contributions to their business.

J. W. WALTERHOUSE, Wholesale Lumber.

On the corner of Water and Oak streets is located the lumber yard of J. W. Walterhouse. This yard was established in 1869 by Mr. J. W. Walterhouse, who has successfully continued the business alone until the present time. As a business man he ranks A No. 1, and his reputation for honorable dealing increases with every business transaction he makes. He keeps constantly on hand lumber, shingles, lath, etc., and has a trade extending through Ohio, Illinois and Indiana. Fifteen men find employment in the yard in assisting to distribute and manufacture the different materials in which this gentleman is noted for dealing. Having a dock frontage of 200 feet, and a yard extending 120 feet on Water street, and 250 feet on Oak street, he possesses all the facilities and conveniences not equaled by any other yard in the city. Mr. Walterhouse is an active, energetic and enterprising business man, and as such is well worthy of the confidence reposed in him by a discerning public. (See index to advertisements.)

ST. JOHN & BUCK, Wholesale and Retail Fresh and Salt Fish.

This extensive and well known establishment is now in its fourteenth year, having been founded in 1862 by Wm. St. John and P. Buck, the present proprietors. Commencing on a capital of two hundred dollars (and part of that amount borrowed), they have by careful and good management increased their trade, until at the present time it is of mammoth proportions. They purchase their fish from the fisherman, having in their service seven boats constantly employed in transporting their stock from the fisheries to their warerooms. For the more perfect working of the various parts of their establishment, they keep from fifteen to twenty men employed in the busy season. Their business extends in all directions, east west and south—west as far as Kansas City, south to Louisville, and east to New York. The members of this firm are talented, industrious and energetic, strictly attentive to business; progressive, ever having an idea for improvement, and may be rated among the first class business men of the city. They are extensive wholesale and retail dealers in fresh and salt fish, and any orders entrusted to their care will meet with prompt attention. Their office and storeroom is located on Water street.

GEO. E. FARLEY, Fresh and Salt Fish.

This establishment was founded by J. Crowell & Co., who were succeeded in July, 1874, by Geo. E. Farley, the present proprietor. This is one of the largest institutions of the kind in the city and does an extensive city and foreign trade in salt and fresh fish, shipping goods as far east as New York. Mr. Farley's sales amount to $75,000 per annum. In the dull season this house gives employment to five persons; in the busy season 100 men are actively and constantly employed, in catching and preparing the fish to meet the wants of the patrons of this establishment. Judging from past experience, we bespeak for this gentleman a most successful business career in Toledo. Mr. Farley is located on Water street at the foot of Jefferson street.

KETCHAM, BOND & CO., Wholesale Grocers.

This business was established by Jno. B. Ketcham and Henry W. Gillett, commencing in the premises still occupied, Nos. 36 and 38 Summit street, on the 1st of September, 1865, under the firm name of Ketcham & Gillett, remaining as such until Sept. 1st, 1866, when L. L. Morehouse and J. M. Bingham, of Waterville, purchased Mr. Gillett's interest, the firm name being changed to Ketcham, Brigham & Co. It remained such until Mr. Brigham's death in May, 1869, when Messrs. K. and M. assumed entire control, under the firm name of Ketcham & Morehouse. January 1st, 1871, Mr. Morehouse disposed of his interest to Charles W. Bond, of Connecticut, and the present firm of Ketcham, Bond & Co. was formed, the co-partners being John B. Ketcham, Charles W. Bond and John B. Ketcham, 2nd. The senior member of the firm has been a resident of Toledo for twenty-five years, and during all that time has been identified with the wholesale grocery trade. Mr. Bond came here, as we have said, from Connecticut just previous to the formation of the present firm. Mr. Ketcham, 2d, a son of V. H. Ketcham, Esq., and a nephew of J. B. Ketcham, has been with the house for years. These gentlemen all unite in giving their personal attention to the every-day details of the large business which has been built up, and the result of their efforts is briefly told in the statement, that the sales of the house for the year 1875 amount to the handsome sum of $800,000. The wholesale grocery business, composed as it is largely of staple articles, and upon which all buyers make it a point to figure closely, constitutes a trade which requires the most consummate skill and mercantile ability to manage, but Ketcham, Bond & Co. during their experience in the business, have proven themselves adequate to the task, as their extensive sales are alone amply sufficient to demonstrate. In common with the great majority of our wholesale merchants, Messrs. Ketcham, Bond & Co. find it necessary to employ a force of traveling salesmen, and while the business which the house controls through their personal visits is constantly increasing, the same is true of that class of

trade which seeks the house, and the amount of business transacted each year is sufficiently large to justify us in speaking of this concern as one of the larger jobbing houses, not of the city only, but of the West. The premises occupy four floors and a basement, afford very convenient quarters, and present an endless array of staple and fancy goods, indeed of everything that pertains to a wholesale grocery house. The reputation acquired by K., B. & Co. is of that substantial character that proceeds from years of successful experience; its record is such as would be expected where prudent management has characterized its affairs, and it adds to this reputation and record with each succeeding year.

D. M. KEEN & CO., Dry Goods.

Few if any houses upon Summit street offer more attractions to a visitor than that named above. The curiously inclined can find food for reflection in the articles displayed in profusion, and the jobbing buyer must certainly find it difficult to cease purchasing, where so varied and comprehensive a stock is arranged and displayed in such a manner that the temptation to buy is almost irresistible. The house of D. M. Keen & Co. is one of the largest dry goods establishments in the city, and is doing a businsss of about five hundred thousand dollars per annum. They employ five traveling salesmen, whose peregrinations lead them through Ohio, Indiana and Michigan, to receive orders from the numerous and increasing class of merchants that patronize this institution. The members of this firm are gentlemen trained to their business—liberal minded, energetic and wide awake. As the patronage of the house has increased, their line of goods has been gradually extended until it now comprises a great variety of merchandise in constant demand by the dry goods trade. With the unlimited facilities possessed by this firm for competing with the largest Western houses, we have no hesitation in recommending them in every particular, and predicting a further increase in their already immense trade. Their place of business is at 71 Summit street.

BROOKS & LEWIS, Dealers in Wool, Hides, etc.

In contemplating the financial solidity and prosperity of Toledo, the wool and hide business is a noticeable feature in commercial circles. As a representative house we will mention the old established business of Brooks & Lewis, founded in 1851 by Messrs. Conkling & Brooks. In 1858 a change occurred by Mr. Boes succeeding Mr. Conkling under the firm name of Boes & Brooks. In 1873, Mr. William H. Lewis became the successor of Mr. Boes under the present name of the firm. They occupy a building 60 by 100 feet with two stories. It was built exclusively for a hide house, and without a doubt is one of the most convenient in the country. They employ on an average seven men who are kept busily employed. The firm deal in hides, wool, pelts, plastering hair, etc., all of which are produced for the market of a quality equal to any sold. Messrs. Brooks & Lewis are gentlemen possessing excellent business management, and are awake to the interests of trade. The large business that they annually transact is proof of this assertion. Orders are attended to with dispatch, which with other business characteristics of the firm makes them popular with the trade.

BARNES & DOOLITTLE, Dealers in Machinery, Tools, etc.

The establishment of the above gentlemen, although but recently started, is rapidly working its way up to a leading position among the prominent houses of the city. These gentlemen are manufacturers, agents, and dealers in new and second-hand iron and wood-working machinery, tools and supplies. They occupy two floors 20 by 60 feet, having every facility for an extensive trade. They employ one salesman and one traveler on the road, besides paying close and particular attention to the details of the business themselves. The members of this firm are A. T. Barnes and M. E. Doolittle, gentlemen who are esteemed as men of perseverance and business experience, and whose capabilities will fully warrant one in expecting to see a large and flourishing business, at a future time not long distant, the result of their present undertaking. This firm is located at No. 144 Superior street.

WRIGHT, PARSONS & CO., Wholesale Manufacturers of Boots and Shoes.

The above house deserves especial mention from the fact that although its organization is of a comparatively recent date, it already occupies a prominent place among manufacturers in this branch of trade, and has achieved a reputation among dealers in the vicinity of Toledo second to few, if any, of older Eastern houses. The firm consists of Messrs. E. H. Wright, John U. Parsons and W. A. Wright, who are all actively engaged in the several departments of the business, which was started in 1874, and, as originally designed, is devoted exclusively to the manufacture of hand-made work. They job their own goods, principally to the retail trade, although they supply some of the wholesale houses in Toledo with special lines of their own manufacture. Their transactions with some of the leading retail establishments in this city amount to many thousands of dollars every season, while they have a very extensive and lucrative trade extending through Ohio, Indiana, Illinois, Iowa, and with the lumber regions of Michigan and Minnesota. The enterprise which might have been considered by many as a doubtful experiment, has thus far proved a gratifying success, the prospect now being that this business in 1876 will exceed that of the preceding year by more than fifty per cent. This result, which seems almost wonderful in view of the general depression in trade, has been secured by a determined adherence to the object in view—to produce only first-class hand-made work, without undertaking to compete with manufacturers of cheap-made machine work either East or West. Mr. E. H. Wright, with his previous experience in the wholesale boot and shoe trade, and practical knowledge of tanning, was specially fitted for taking charge of the manufacturing department, while the general and financial interests of the business have not been allowed to suffer in the hands of Mr. Parsons. The junior partner, Mr. W. A. Wright, represents the house upon the road, having previously formed an extended acquaintance that way. Messrs. Wright & Parsons manufacture some fifty different styles of hand-made boots and shoes, for men and women's wear, both sewed and pegged. By using only the best grades of leather, carefully selected and made up by skilled and experienced workmen, they are able to produce a class of goods superior in style and equalling in durability the best custom work. One marked feature of their business is making fine boots and shoes to order from measures taken and sent them by dealers both in this city and in towns at a distance, their facilities being such that they are enabled to furnish on short notice a better article in all respects than can possibly be got up in an ordinary shape. Another important branch of this business and one which amounts to many hundred dollars every month already, is the making of "uppers," and furnishing them to manufacturers closed and fitted ready for bottoming. This kind of work includes all their various styles of boots and shoes, and by this arrangement country dealers can supply their custom trade with work, such as all calf and goat leg tongue boots, "Alexis" and "Balmoral" shoes, women's fine Morocco glove kid button boots, etc., made up in the best city style. The firm get up their own designs and make all their own patterns. They keep employed about 75 persons and produce from 100 to 200 pairs per day, most all of which is made up to fill orders received in advance from dealers. Their manufactory and salesrooms are located at 80½ Summit street, occupying two floors 25 by 100 feet. With the same ratio of increase that has attended their enterprise since starting, it will not be long before they will require largely increased facilities for meeting the demands of their growing trade. (See index to advertisements.)

E. D. SIMONDS, Wholesale and Retail Flour and Feed.

E. D. Simonds, a resident of Toledo for many years, and one of our solid, careful, enterprising and successful business men, commenced business at No. 359 Summit street, where he opened a store for the sale of flour, grain, feed, oil meal, baled hay and straw. Mr. Simonds' cash sales last year were twenty thousand dollars, which, considering the bulky character of the goods handled, was very large, and required a great deal of labor, making the business not only profitable to the conductor, but of much benefit in the employment of labor.

Mr. Simonds is agent for Taylor's popular brands of flour and keeps constantly on hand a full line of the goods in which he deals. He is a man of energy and well-known integrity, whose promptness and reliability will secure for him the patronage of our citizens, who do their business with fair dealing men. He is prepared to supply an unlimited demand for all articles in his line, and we commend him as worthy of the confidence and patronage of the public.

F. GRADOLPH & BRO., Confectionery, etc.

It gives us pleasure to give an editorial review of this energetic and enterprising firm. It is located at No. 150 St. Clair street and No. 85 Summit street. The St. Clair street store is 20 by 110 feet, and four stories high, with basement. They employ 30 hands and do a large manufacturing business in the confectionery here. The first is occupied as a wholesale and retail department, second floor as a store-room, and the third and fourth floors are used for manufacturing purposes. They present an extensive and well selected stock of confectionery, fruits, nuts, cigars and wines, and their large establishment throughout is the representative of the busy home of industry and action, demonstrating the fact that the proprietors are able and talented men, capable of the management and control of great enterprises, and the attainment of steady and lasting success. Their trade is located in Ohio, Indiana, Michigan and Illinois, through which localities they have gained an immense popularity, their trade averaging $160,000 per annum. This house was first established in 1861, at No. 85 Summit street, removing to their present location in March, 1875, still retaining the estabtishment on Summit street for doing a retail business. This firm being thoroughly skilled in the science and art of the manufacture of confectionery give the best of satisfaction. (See index to advertisements.)

JOHN G. HOLZWARTH, Dealer in Leaf Tobacco and Manufacturer and Dealer in Cigars.

Toledo has already attained a celebrity in the tobacco and cigar traffic, second to not more than one or two cities in the West. First and foremost among the retail dealers in these luxuries is John G. Holzwarth. At No. 87 Summit street, three doors south of Jefferson, in a two story brick building, with no very pretentious fronting or outward display, is located a business known to not be less than $90,000 to $100,000 per annum. Here Mr. H. keeps cigars, leaf tobacco, etc., in such profusion that you could hardly call for anything in that line without being immediately accommodated. Mr. Holzwarth employs from twenty-six to thirty-six hands constantly, some of whom he pays as high as $25 per week. He has a large trade in the city and throughout Ohio, Indiana and Michigan. The moulds he works with are the first of the kind brought to Northern Ohio. Mr. Holzwarth was born in Baden, Germany, in 1831. He came to Toledo in 1854, and commenced on a small capital, which his diligence and ability have increased to a handsome fortune. The twenty-two years' business which has placed him at the head and front in his line have secured for him a large number of steady customers whe repose in him the utmost confidence.

A. W. BARLOW, Crockery, Glassware, etc.

This establishment is a lineal descendent of one of the oldest crockery firms in the State, that of Barlow, Wolf & Co. In 1858 Barlow, Wolf & Co. opened a house in this city; they were then conducting two other crockery houses at Dayton, this being a branch of the Dayton house. Business was begun at No. 156 Summit Street, and after one or two removals, in May, 1870, they removed to their present location. From 1860 to 1862 the firm was Barlow & Thomason, from 1863 to 1869 inclusive, A. W. Barlow conducted the business alone; in 1870 the firm became A. W. Barlow & Co., and in July, 1874, Mr. Barlow again assumed entire charge. The house remained as a branch until 1860, but since that time has been connected with no other similar enterprise, except through ordinary commercial intercourse. Mr. Barlow has been the manager of the business here since its organization. He makes nearly all of his purchases direct

from the manufacturers. Even as long ago as 1858 this house did a large jobbing business, nearly as large as it does now, but since that time an immense retail trade has been built up, and also a large trade in all manner of fancy articles. He also imports largely from Germany of fancy goods, of endless quantity and kinds. Fine cutlery and china is also handled in large quantities. The jobbing trade of the house extends over about the same area as does that of our other jobbers — Michigan, Ohio, Indiana, and Illinois. There are few dealers throughout the West who do not know more or less about this institution. Its affairs have been ably managed, and the position the house occupies in the business circles of the city is no questionable one. This establishment is located at No. 128 Summit and 83 Water Streets.

PARSONS, DIMICK & CO., Manufacturers and Dealers in Trunks and Valises, 98 Summit street.

This all important branch of industry is well executed by the above named firm, which is composed of E. Parsons, C. N. Dimick, and R. M. Bidelman, gentlemen well known for their business capability and integrity in dealing. They established themselves in this business in 1864. Gradually increasing their manufacturing facilities, and extending their sales, till at the present time they occupy a four-story building, 26 by 120 feet. These gentlemen, being of a practical turn of mind and possessing experience, have contrived their own style of production in their trunks and traveling-bags. The flattering reputation which the use of their goods has been the means of establishing is equal to any precedent. This is excellent evidence of the exceeding good quality of the material used, and the great degree of skill that is employed. Making a specialty of everything in their line of manufacture, the result is, that they experience no difficulty in disposing of their goods to an extensive and increasing trade, extending from New York State on the east to Iowa on the west. The adage that "honesty is the best policy" is strictly observed in dealing with the trade, and filling their orders with dispatch, makes them a desirable source from which the retailers can obtain their stock. (See index to advertisements.)

THORNER & COHEN, Wholesale Liquors.

Mr. Thorner, the senior member of this firm, was born in the Kingdom of Hanover, Germany, in 1832, moving to America in 1843. In 1871 he started in the liquor business with E. Epker, under the firm name of Epker & Thorner. This partnership lasted until 1873, when Thorner sold out his interest to Mr. Epker, and associated himself with Mr. Cohen, under the name of Thorner & Cohen, which partnership still exists. They are wholesale dealers in old rye and bourbon whiskies, and importers of wines, brandies, etc. Some of the finest whisky in the city is carried in stock at No. 58 Monroe street. Since the organization of this firm their business has steadily increased, until at the present time they are doing a trade of $80,000 per annum. Their circuit of trade embraces Ohio, Indiana, Michigan and Illinois. The members of this firm are men of marked business capabilities, energetic and enterprising in their business, and for integrity, promptness and fair dealing have gained an honorable reputation among the business men of Toledo.

BLISS, NORDSIECK & CO., Lumber Dealers.

This company, consisting of Wilh. E. Nordsieck, of Toledo, A. T. Bliss and L. W. Bliss, of Saginaw, have opened a yard at the corner of Hamilton and Division streets for the purpose of dealing in lumber of all kinds. Their yard is 400 by 600 feet. Having a side railroad track from the Union Depot running to it they intend to handle 10,000,000 feet of lumber annually. and expect to push their trade into Ohio, Indiana, Kentucky, Pennsylvania and Illinois. Their steam gang saw-mills are located at Saginaw City, Michigan. These gentlemen are possessed of good business abilities, and handling good lumber, we cannot see why they should not succeed in establishing an extensive and lucrative business. Their office is to be found at the yard, corner of Hamilton and Division streets.

ROEMER & STERN BROS., Wholesale Clothers.

This business factor in the trade of Toledo was founded in 1852, by the senior member, Mr. J. Roemer, who continued sole proprietor of the business till 1868. At this time Messrs. Stern Bros. entered the firm, under its present style of name. The success which Mr. Reomer has attained in his business career in connection with the Messrs. Stern Bros. is as much due to their principles of integrity, which with them are paramount, as it is to the commendable perseverance that has characterized the firm. Their trade is a flattering comparison with that of the clothing houses in the neighboring large cities. The premises, located at 26 and 28 Summit street, are 26½ by 100 feet, with three stories, that are abundantly stocked with a class of goods which are of superior excellence. Clothes of all varieties are here exhibited under a classified arrangement, also their specialties, which are cassimeres and tailor's trimmings. They have a large trade extending into Indiana and Michigan. Messrs. Roemer & Stern Bros. offer inducements to the trade that cannot be surpassed, and are therefore worthy of the extensive patronage which they have.

J. C. & J. H. DAVIS, Fresh, Salt and Frozen Fish.

One of the peculiar industries of Toledo, rendered so by our favorable position at the head of Lake Erie, is the catching of white and other lake fish, and their sale to the large extent of country lying within easy railroad communication with our city. The above firm of J. C. & J. H. Davis was originally started by Beatty & Davis in 1865. This co-partnership continued until 1872, when, Mr. Beatty retiring, the name was changed to J. C. & J. H. Davis. Mr. J. C. Davis was a fisherman, and concluded to start in business for himself for the purpose of selling his own catch. They embarked in trade with a small capital, but kept constantly increasing their business until at the present time they are considered among the largest shippers in the city, their sales amounting to over $50,000 per annum. The fisheries of this firm are located at Cedar Point, at the mouth of the Maumee river. In their employ they have seven boats, sixteen men on the beach, and ten men in the house, the wages of these employes averaging $1.75 per day. The various fish caught in the spring and fall, and in which they deal extensively, are pickerel, sauges, catfish, red horse, and suckers in the spring; white fish, herring and also pickerel in the fall. The catfish are caught in all seasons of the year. The Messrs. Davis are also interested in the firm of J. H. Lean & Co., of Bay City, Michigan, where they are catching fish by the ton, and are making every effort to lead the business in this section of country. They ship their goods to all parts of the country, as far east as New York, south to Memphis and west to Missouri. If we may judge from the extensive shipping and business done by this firm, and by the energy, perseverance and skill manifested by them in the management of their establishment, it will not be long before they stand at the head of the fishing establishments of the city. Their place of business is located on Water street at the foot of Cherry street.

MANUFACTURES.

Among the various classes of business which contribute to the commercial progress and general prosperity of any city, there are none which rank higher in importance, or add more largely, both to the population and general wealth, than its manufacturing interests; and no better standard of measure can be taken, by which to estimate the relative commercial importance of this or that city, than the extent and variety of manufactures conducted by them. And in this respect, Toledo, though yet young in years, is rapidly coming to the front rank, and bids fair soon to take an envied position among her older sisters of the West. That this result cannot be far off, is evident on a moment's consideration of the advantages which Toledo possessed as a convenient location for almost any branch of manufacture. The forests within easy reach afford material, unexcelled in quality and inexhaustible in quantity, for any desirable article in wood, from a butcher's skewer to an ocean steamer. The beds of clay and sand, which underlie and surround the city, and the proximity of excellent quarries, will furnish the "future great city" with all needed material for her future architectural greatness. It is true that as yet we produce neither coal nor iron as "raw material," but with the iron ore from Lake Superior by easy navigation, and direct communication with the great coal fields of Ohio, few cities can more successfully engage in iron manufacture. And not the least in importance as an advantage to all manufactures, is the position of Toledo, as a great radiating center of railroad and water transportation, bringing the crude material to our shops from every point of production, and as readily transferring the manufactured article to the most desirable market.

That mechanics and capitalists have not been slow to avail themselves of these advantages to their profit, is shown by the great number of establishments now located in Tolodo, manufacturing in their varied productions, almost every class of articles comprised in trade and general use, among which may be named steam engines and boilers, mill machinery, wagons and carriages, agricultural implements of every description, lumber, lath and shingles, sash, doors and blinds, furniture, wooden and willow ware, tobacco and cigars, and numberless others of minor importance, but all contributing to the grand aggregation of manufactures, of which Toledo is justly proud, and which have shown a marked influence in the rapid growth and prosperity of the city. We append a description of several of the leading and most extensive establishments in the several branches of manufacture.

THE TOLEDO STOVE COMPANY.

The works of the Toledo Stove Company are located on the Detroit branch of the Lake Shore Railroad, near the foot of Dorr Street, fronting on Brown Avenue, and form an important part in the manufacturing interests of Toledo.

The business was projected in 1872 by members of the present company, the firm being Bronson, Johnson, Spear & Co., who erected a building and commenced the manufacture of Stoves in March, 1873.

But four moulders were first employed, and only two or three patterns of cook stoves made, but they served to meet the requirement, and a demand soon sprung up which in sixweeks necessitated the erection of another building, and a corresponding increase of their working force.

During the next two years the firm added largely to the variety and number of their patterns, and rapidly extended their trade, reaching into the States of Michigan, Indiana and Illinois. In the spring of 1875 they organized into a stock company, as had been some time in contemplation, and with additional capital thus obtained, have made extensive improvements, greatly increasing their facilities for turning out first-class work. The Company now occupy a substantial two story building, 116 feet front by 30 feet deep, connecting with a foundry and moulding room in the rear, 55x120 feet, which extends to the railroad track, enabling them to receive iron and coal direct from cars in their yard. An additional building is still needed to give better accomodations for their moulding, finishing and pattern making departments, which it is proposed to erect during the present season. The Company now make one hundred and twenty different styles and sizes of cooking and heating stoves, besides a full line of hollow ware. They have originated some valuable improvements and many new designs, especially in cook stoves, among which should be mentioned the "New Corn City," a very popular cook stove for wood or coal, and the "Home Treasure," and the "Domestic," first-class wood cook stoves, both of which have all the latest improvements, finished with nickel-plated knobs, burnished edges, and nice fronts. The mode of constructing the hot water reservoir in stoves made by this Company deserves special attention from dealers, as it has some entirely new and valuable features, which fine stoves possess. The line of heating stoves made by this Company is very complete, including the "Radiant Home" base burner, which is well known among stove dealers as one of the best in the market. They have also the exclusive right to manufacture "Salisbury's Barrel Heater," of which they will make a specialty, with a view to bringing it extensively into use among coopers and barrel manufacturers through the country. Descriptive circulars will be furnished on application. They are now prepared to manufacture their own patterns and get up their own designs, having some the best pattern makers and designers to be found in the country, and expect to keep fully up the requirements of the times. Some forty workmen are employed in the different departments of this manufactury, all men of more or less skill and experience. There is no business in Toledo more emblematic of busy industry and persevering effort than that presented by this establishment, and with the same ratio of increase that has attended it since starting, it will not be long in taking rank among the most important manufacturing concerns in the north-west. The officers of the Company are: David Bronson, President; I. M. Spear, Vice President; Theodore Bachman, Secretary and Treasurer, and Geo. L. Johnson, General Manager. All of these gentlemen have been in the city for years and are well known as able and energetic business men, and their names are a sufficient guarantee that the affairs of the Toledo Stove Company will be well and prudently managed. The office and salesroom of the Company is located at 139 St. Clair Street, where a full line of their goods may always be seen.

VULCAN FOUNDRY AND MACHINE WORKS.

It is a generally conceded fact that any iron manufacturing establishment whatever adds immensely to the business solidity of a place. As an evidence of this fact we notice the foundry and machine shop of Ainslie & Masten, corner of Lagrange and Water streets. On the 1st of March, 1875, these gentlemen purchased the machinery and business of the Toledo Machine Company. Their premises are quite extensive, consisting of the main building, which is 50 by 80 feet, and four stories high, machine shop, blacksmith shop, foundry and pattern shop, four in all, using for the carrying on of their business a 40 horse-power engine. For the more perfect running of their establishment they employ 20 skilled workmen, Mr. Masten being the superintendent. This firm has only been in existence one year, but is fully equipped for doing a large and profit-

able business. P. M. Ainslie was formerly connected with the Ohio Wheel Company, and Mr. F. J. Masten is a practical engine builder, and was for several years engaged in machine business in Houghton, Mich. Their trade is local, being chiefly city and boat work. They also manufacture steam engines, stationary and portable, mill-gearing, etc., and in fact every description of work that is usually furnished by a first-class foundry. What has materially aided in giving this young firm such a reputation as it already has is the superior quality of work furnished from their Vulcan Foundry and Machine Shop. The success that Messrs. Ainslie & Masten have had in the management of their business is not due to chance, but to the fact that they possess those qualities which in themselves are considered very valuable. (See index to advertisements.)

UNION MANUFACTURING COMPANY.

This company was incorporated in 1873 with a capital of $50,000, which was afterwards increased to $100,000 — the business being first started in 1869 by Chas. H. Warren, R. S. Janney and E. A. Rood. This company occupies as an office and wareroom a three-story frame building 40 by 80 feet, and have two brick factories 50 by 100 feet each, two stories; a two-story engine house, 32 by 48; shed for storing goods; shed for blacking castings; four kilns for drying lumber; mill for cutting bolts and lumber; barns, etc — these buildings occupying an area of nearly two acres (or 18 lots) on Hamilton, Bismarck and Humbolt streets. In the manufacture of the various articles of woodenware, for which this firm has become so famous, they use annually 3,000,000 feet of lumber. Their four dry-kilns are heated with hot air, using Sturtevant's blower, and are capable of holding nine car loads each of lumber of 3,000 feet each — taking from each kiln one car load per day. During the year 1875 this company had employed on an average 150 men and boys. They employ two traveling salesmen whose peregrinations lead them to Chicago, St. Louis, Cincinnati, Pittsburg, Louisville, Ky., Philadelphia and New York, to receive orders for the articles manufactured by this establishment. They have at the present time $50,000 invested in land, buildings and machinery, and it is the most extensive concern of the kind in the West. A partial list of their productions enumerates boys' carts, toy wagons and wheelbarrows, hose carts, sleds, churns, water pails, washboards, and a variety of other articles. The company's great specialty, however, is the Globe Washboard, of which in 1875 it turned out 436,642, and 177,428 of the common washboards. Of churns they manufactured 8,339. The sum total of the articles of woodenware manufactured by them in 1875 amounts to 728,219. They paid for labor during the year $52,343.15, and used in the manufacture of washboards 170 tons of zinc, their sales having aggregated $181,836.41. They have shipped their goods direct into twenty different States, three territories, and to Germany. Too high encomiums cannot be paid to the business qualities, perseverance and enterprise possessed by the members of this company, through the assiduous application of which they have made an eminent success of this factory, and the wholesale business connected therewith. The present officers of the company are A. Andrews, jr., president and treasurer; W. F. Thompson, secretary; R. S. Janney, purchasing agent; Col. L. F. Lyttle, traveling agent, and W. F. Perrin, superintendent.

J. V. SANFLEET, Contractor and Builder, Manufacturer of Sash, Doors, etc.

The name of this gentleman has become more generally familiar of late to residents of Toledo as the successful and energetic builder of the great Hall Block, in 1875, although he has been known for years as one of the foremost builders here, having constructed some of the best business blocks and residences in the city, and performed many important contracts in other towns. Mr. Sanfleet is comparatively a young man, being born in 1839 in Holland. He came to this country when young, and learned his trade in the city of Buffalo. He came in 1861 to Toledo, and commenced business with small means at first, but steadily increased his capital, and gained the confidence of our best citizens, so that in time he found himself possessed of a planing-mill and factory for turning out all kinds of wood work used in building, with a stone yard, and all facilities

for executing heavy contracts of any kind that may offer. His mill and factory are situated on Vine street, between Summit and Water, the main building being 66x30 feet, four stories high, with an L. part 30x60 feet, supplied with improved machinery for making sash, doors, blinds and building trimmings, such as moldings, brackets, etc. An engine of thirty-horse power is used to drive the machinery, and an average force of 25 men employed in and around the factory, aside from the large number engaged at times on his outside jobs. Mr. Sanfleet's contracts in 1875 aggregated $350,000, including the Hall Black, which is described elsewhere, and cost over $250,000. He commenced work upon it in April, cut all the stone, and had it completed and ready for occupants by the 1st of January, everything having been done in the most substantial and workmanlike manner, leaving no ground for criticism or complaint. The citizens of Toledo take pleasure in witnessing the success of a man like J. V. Sanfleet, and will desire him to continue a prosperous career, which is largely due to his energy and capability, and should thus be an incentive and encouragement to others. (See index to advertisements.)

THE BLAST FURNACE AT IRONVILLE.

The above manufacturing interest forms a prominent feature of the business of Ironville, as the name of that suburb would indicate, and which was given it when a post-office was first established there some years ago. The Furnace is owned by the Sunday Creek Coal and Iron Company, of Perry county, Ohio, who purchased it from Messrs. Carpenter, Wason & Case, June 10th, 1872. The purchase included some 1,400 acres of timber land lying five miles back, with a railroad extending from the river to the tract, and twelve acres of land fronting on the Maumee river, on which the Furnace is located. A substantial dock extends to the river channel for receiving iron ore, etc. Connected with the Furnace is a stock house, 40x150, for storing coal, and eighteen large brick coal kilns, in which 60,000 bushels of charcoal can be made per month. A store building well stocked with goods, a number of commodious dwellings for superintendent, boarding houses and families of operatives, are all included in the property. The company own a locomotive, built expressly for their use, which is employed to bring the large quantities of wood required from their lands on flat cars to the kilns. From 12,000 to 15,000 cords of wood are used in a year. Since purchasing the property the Company have made many improvements, and added greatly to the efficiency and producing capacity of the Furnace, which has been averaging over 3,000 tons per annum for the last two years. The iron made here is of a high grade and very uniform in quality, Lake Superior ore only being used. It is largely used for making car wheels, and the Furnace has been kept steadily running despite the hard times, a market being found for most of the product at paying prices. No Company, perhaps, in the country, has facilities for making charcoal pig iron as cheaply as can be done at this Furnace, and it only needs a slight improvement in the iron trade to make it one of Toledo's most profitable industries. It should be stated here that the Sunday Creek Coal and Iron Company is an organization formed for the purpose of mining and shipping coal and smelting iron. It was incorporated in 1871, with an authorized capital of $500,000, and own $50,000 paid up stock in the Great Vein Mining Company, and have a perpetual lease of six hundred acres of coal land lying on Sunday Creek, in Perry county, and on the line of the Toledo, Bucyrus and Pomeroy Railroad, which, when completed, will place them in direct connection with Toledo. The President and Treasurer of the Company is F. O. Marsh, who resides at Granville, Perry county, O. Messrs. Caleb Ives, of Monroe, Michigan, John Fairbairn, of Erie, Penn., and Douglas Hovey, of Rochester, N. Y., are among the directors of the Company. (See index to advertisements.)

THE LENK WINE COMPANY.

The Wine House and grounds of the above company, including a vineyard of some twenty acres, are located on Ottowa river, in West Toledo, fronting on Detroit avenue. The business of manufacturing native wines to any extent in Toledo was started by Mr. Chas. Lenk, in 1868, he having been extensively

engaged for some years in grape growing and nursery business. His production was small at first, not exceeding 25,000 gallons per year, but the wines made by him were found to be superior, and the demand for them required greater facilities for supplying it. In 1873 the Lenk Wine Company was incorporated, with a capital of $200,000, Mr. Lenk being made President and Superintendent. About $56,000 have since been expended in the construction of buildings and cellars, and furnishing them with necessary machinery, wine casks, etc., and it has now one of the largest and most completely fitted establishments for the business in the State. They manufacture over 200,000 gallons of wine per year, and their cellars have a capacity for holding 350,000 gallons, their principal cellar being 32x130 feet and 16 feet high in the clear, besides a number of smaller ones. They have 225 casks, some of them of enormous size, two holding over 8,000 gallons each, fourteen holding over 3,000 gallons each, and the others varying from 500 to 200 gallons. Their casks alone cost $20,000, and have to be made very strong, being subject to an immense pressure. The Company had one of their casks on exhibition in the parade in Toledo on the last Fourth of July and Centennial Celebration, which took the premium at the last Exposition in Cincinnati, and will be remembered by all who saw it. The company manufacture chiefly dry and sweet Catawba wines, in which they have an immense trade, and seem to be most in demand, but also make, largely, Delaware, Concord, Ives, and Norton's Virginia Seedling, which last stands high among native wines, and is considered equal to the best imported Burgundy or Dry Port Wine. It is used by many physcians in their practice, on account of the tonic and nourishing qualities which it is found to possess. From January 1st to July 1st, 1876, the Company have sold 100,000 gallons of their wines, shipping to New York, Baltlmore, Cincinnati, Nashville, St. Louis, Kansas City, Leavenworth, Chicago and Milwaukee, which indicates something of the extent of their trade. All acquainted with the character of Mr. Lenk know that they can rely upon the absolute purity of all wines made and sold by this Company. The Secretary and Treasurer of the Company is Mr. William Weis, who has his office at No. 154 Summit street. (See index to advertisements.)

JONA. SMITH, Machinist and Brass Founder.

The office and shop of Mr. Smith is at 88 and 90 St. Clair street. The main shop of the machine works is on the first floor, 40 feet front by 60 feet deep, and is fitted with entirely new and first-class machinery, consisting of lathes, planers, drill-press, bolt-cutter, etc., and with special reference to turning out shafting, pulleys, hangers and general machine work, as also for job work and repairing. The shop is prepared to do all kinds of mill work, and has the past season furnished and fitted all or a part of the machinery for several new and old flouring mills. In furnishing hydraulic elevators for hotels and business blocks, Mr. Smith's facilities are excelled by none: having the controlling agency for the Lane & Bodley "Compound Hydraulic" and "Direct Acting Elevators," of which he has put up thirteen in this city during the past five months; and having the agency for the Northwest, he is able to furnish and put them in operation for the lowest margin over shop cost. Mr. Smith has been in Toledo eight years, and is well known as a thorough mechanic and workman, having been actively employed for the past thirty years in the machine business — for a long time as foreman of the American Machine Works of Springfield, Mass.; then in putting up machinery in the Southern States; afterward, in 1858, coming to Tiffin, Ohio, as a partner in the Agricultural Works, and finally removing to this place to engage in business here. The fullest proof of his mechanical and business abilities is, that when most classes of business is stagnant he is running a full shop and full time. With all this, he is ready for more work, and confidently guarantees it well done, prompt in time, and at reasonable prices. (See index to advertisements.)

OSBORN, CHASE & SWAYNE, Mouldings.

At the corner of Chestnut and Champlain streets we find the immense moulding and picture frame factory of Osborn, Chase & Swayne. The factory was

originally established in the winter of 1866 by H. Osborn & Co., who occupied a room on the third floor of Gates & Skidmore's building on Erie street. In 1872, removal of the factory was made to a three story brick building, 60x80 feet, built by Russell & Thayer, at the corner of Water and Lagrange streets, and soon after the necessities of the business demanded occupancy of another two story building, 40x80 feet, on Summit street. In October, 1873, the factory was destroyed by fire, involving a heavy loss. Preparations were at once made to rebuild, and (the firm having changed in the meantime from H. Osborn & Co. to Osborn, Stevens & Co., and in January, 1873, to Osborn, Chase & Swayne) valuable property was secured in the north-western portion of the city. Upon this property the factory now occupied was built, the main building being 80x160 feet, three stories high, brick dry house, engine and boiler room, 40x40. The dry house is 30x100 feet, of brick. The dry house has a capacity of 150,000 feet of lumber per month. This establishment is one of the largest of the kind in the country, and has a demand for all the material they can produce. They manufacture picture frames and mouldings, shipping largely to New York and Boston, also south as far as Memphis and west to California. In the factory they use Howell's patent mitering machine and Stevens' patent moulding machine. The term "hive of industry" may be properly applied to the factory, for such it is. Employing from one hundred and sixty to two hundred men and boys, and keeping almost countless machines in constant motion; consuming large quantities of walnut and thousands upon thousands of dollars' worth annually of other material, and shipping its products to every section of the country, it by right takes rank with the leading manufacturing industries of the north-west. The moulding made by this firm is polished until its surface is perfect as polished ivory, and whether for cornice mouldings or picture frames, the same superior finish is noticeable. It is this that has made the firm of Osborn, Chase & Swayne recognized everywhere as leaders in this branch of manufacturing, the factory has no superior, and there is scarcely a State in the Union in which they do not have an established trade. No travelers are employed, as they do not seek the retail trade, manufacturing and shipping to wholesale dealers in the leading cities of the country.

H. W. SAGE & CO., Manufacturers and Dealers in Lumber and Salt.

The above house ranks among the heaviest in the lumber and salt trade, and probably represents a larger amount of real capital than any other firm in the same business, the members of it being H. W. Sage, Dean Sage and Wm. Sage, all of Brooklyn, N. Y. They own a large lumber mill at Wenona, Mich., having a capacity of 30,000,000 feet per anuum, and have tracts of pine lands in Michigan sufficient to supply their mill with logs for the next ten years, besides some 150,000 acres in Wisconsin. The firm have lumber yards in Albany, New York and Toledo, and handle annually about 75,000,000 feet of pine and hardwood lumber. They own also a salt block at Wenona, capable of producing 60,000 barrels of salt per annum, a large portion of which is sold by the house at Toledo. The Toledo business was started in 1865, and since the first year has been under the exclusive charge of Mr. Benjamin H. Whitney, who is now a partner here. Under his management the sales of the company have annually increased, his courteous bearing and business capacity having made this a favorite house to deal with. Their yards are located on Swan Creek and on both sides of Erie street, foot of Hamilton street. They cover about four acres, with a dock front of 800 feet, and have a piling capacity of 10,000,000 feet. The yards are thoroughly planked, the lumber nicely piled, and everything kept in perfect order. Closely built sheds are erected for storing clear and dressed lumber, holding 200,000 feet, also a mammoth shed, 80x150 feet, furnishing storage for 6,000 barrels of salt, besides large quantities of shingles. A two-story brick office with four rooms fronts on Erie street, and a well furnished barn contains the eight or nine horses kept by the company for use in the business. Altogether they have one of the most complete organizations of the kind in the Sate. Their trade has been steadily growing in volume and extent of territory covered numbering customers in sixteen States, west, south and east. The transactions in Toledo amount to over $300,000 annually, their sales of lumber averaging

1,000,000 feet per month in 1875, and sold same season 50,000 barrels of salt, 4,000,000 of lath, and 4,000,000 of shingles. They furnish employment to a large number of men, loading, sorting, piling and shipping the vast amount of material which they handle. They ship largely to Cincinnati, via the Erie Canal, which has its terminus in Swan Creek, near the yards. (See index to advertisements.)

SHAW, KENDALL & CO., Steam Fitters and Machinists.

The use of steam for heating purposes is becoming more and more popular every year; indeed it is now looked upon as the only perfect mode of heating large buildings whereby a general diffusion of warmth is secured. It is found, however, that with this, as with many other things, much depends upon the the kind of apparatus used, and how it is arranged in order to secure the best results. Foremost among the pioneers in this branch of business is the above firm, who have made it a specialty for many years and have been very succesful in giving satisfaction on all of the work they have undertaken in this line. The firm was originally Davis & Shaw, who came here from Chicago and started the business in 1870, continuing it until January, 1873, when the firm dissolved and the present partnership was formed, consisting of D. C. Shaw, C. Kendall and Wm. Hardee, under the firm name of Shaw, Kendall & Co. Their place of business is 85 and 87 St. Clair street, where they occupy now four floors in a building 33 by 90 feet, with an engine room and blacksmith shop in the rear. The establishment may be said to comprise three departments, machine work, steam fitting, and pattern-making, employing an average force of twenty-five men. Their machine department is very complete; they have every facility for turning out machine work and forging with dispatch, and in steam fitting they are the only concern between Cleveland and Chicago that have special appliances for that business. Besides the various public buildings previously furnished by them with heating apparatus, they in 1875 furnished the Northern Ohio Hospital for Insane at Cleveland, the New Hall Block, and Trinity Church and Parish Building in Toledo, and the Central School Building at Logansport, Ind., and many others. The firm deal also in lifting and force pumps of the best Eastern manufacture, and are agents for the National Tube Works, wrought-iron pipe, and lap-welded boiler tubes. Their trade extends chiefly through the States of Ohio, Indiana and Michigan, and their annual business now exceeds $100,000, having steadily increased each year since starting. The prosperous condition of their business is attributable to the simple fact of their thoroughly understanding the business they are in and scrupulously performing all that they agree to do, so as to leave no ground for complaint. (See index to advertisements.)

NELSON HOLLAND & CO., successors to the Sears & Holland Lumber Co.

This firm is composed of the surviving members of the Sears & Holland Lumber Company, Mr. Nelson Holland, of Buffalo, and Major C. L. Young, of Toledo, who succeed here to the business of the old company. The firm of Sears & Holland is one of the oldest and most extensive in the pine lumber business of the country, and deserves here something more than a passing notice. The late Mr. Selim Sears, who originated the business, started a yard in Buffalo forty years ago, and soon extended his relations into Michigan, purchasing tracts of pine land, etc. Some twenty years afterward he associated himself with his nephew, Mr. F. P. Sears, in the manufacture of pine lumber and salt. About 1860, Mr. Nelson Holland, of Buffalo, a manufacturer and dealer, formed a copartnership with Mr. S. Sears, under the firm name of Sears & Holland, engaging in the sale of lumber on a large scale until the death of Mr. Sears, which occurred in 1863. Mr. Holland then assumed the business alone at Buffalo, but stepped into the East Saginaw interest, continuing, at that point, the already well known name of Sears & Holland. In 1868, the latter firm, with Sheldon & Son, constitued the house of Sheldon & Co., at Cleveland, and in 1869, the Sears & Holland Lumber Company, of Toledo, was projected, and placed in charge of Major Young. Said firm was continued until the 1st of May, 1876, when a change was made as above, Mr. F. P. Sears, of East Saginaw, having died in

October, 1873. Sears & Holland, of East Saginaw, are sole proprietors of the Buffalo Salt Company, of that place, while Nelson Holland is a member of the firm of Clarke, Holland & Co., of Buffalo, who own one of the most complete planing and wood working mills in the United States. Previous to coming to Toledo, Major Young had been associated with Mr. Holland at Buffalo in handling lumber by the cargo for Eastern distribution, and is a native of Albany, N. Y. The business here has been built up, from nothing at first, by his efficient management, until it now ranks among the first in the extent of its operations. The lumber handled in 1875 amounted to about 10,000,000 feet, in addition to 5,000,000 shingles, 3,000,000 lath, and several thousand cedar posts; employing from forty to fifty men during the season, sorting and piling, and six teams shipping and delivering. The yards are located on both sides of Swan creek, foot of Superior, and have a piling capacity of eight or ten million feet. The lumber is largely manufactured at the mills of Sears & Holland, East Saginaw, and the firm control barges for transporting it direct from Michigan to Toledo. The trade of this firm has become quite extended, reaching through the States of Ohio, Indiana, Illinois, Kentucky, Pennsylvania, Maryland, Delaware, Virginia, New Jersey, New York and Massachusetts. One salesman is kept continually on the road to look after the interests of the Company, while the office business is under the efficient supervision of Mr. John W. Hughes, who has been in the employ of the firm as book keeper and cashier for the past four years. Major Young, who, by the way, earned this title by a thorough and faithful term of service in the Union army, filling various regimental and staff positions, as resident partner may well be congratulated upon the success which has attended his efforts since starting in 1869, and the flattering circumstances under which the new firm assume the business. (See index to advertisements.)

WESTERN MANUFACTURING COMPANY, Sash, Doors, Blinds, etc.

The manufacture of doors, window-sash and blinds has grown to be a business of great magnitude, and this firm, taking advantage of all the modern improvements and inventions in wood-working machinery, are enabled to furnish customers with superior articles at the lowest prices. This concern was incorporated in 1870, under the name of the Western Manufacturing Company, first commencing business in Keeler's planing-mill, on Water street. The officers of the company are F. E. Witker, President, F. Puck, Secretary, and I. H. Puck, Treasurer. Capital stock originally was $20,000, their sales of manufactured articles amounting to $60,000 per annum. In 1872 they moved to and occupied a frame building on Vine street, adjoining the present location and factory, which was built in the spring of 1875. They manufacture dressed lumber, sash, doors, blinds, etc., and give constant and steady employment to 35 or 40 workmen. Their trade is an extensive one, being one of the largest in the State, reaching through Ohio, Indiana, Illinois and Michigan. Their factory is located on the corner of Vine and Water streets, is three stories high, built of brick, being 40 feet front by 100 feet deep, and contains everything necessary toward a successful prosecution of their business.

WILLIAM PETER, Doors, Sash, Blinds, etc.

The above manufactory, located on St. Clair street and canal, was begun in 1859 by Messrs. Hitchcock & Walbridge, who continued to operate it until 1874, when Mr. Peter purchased the entire interest. The original factory was a building 54 by 150 feet, three stories in height, but Mr. Peter has begun the erection of two additional buildings — one 30 by 150 feet, three stories high, which will be used as a store-room — the other 30 by 90 feet, also three stories, and will be used exclusively for stair building, a new branch of business, which will be added to the already large trade of the manufactory in sash, doors, blinds, moldings, door and window frames, and general planing work. With his increased capacity Mr. Peter intends doing a business of $250,000 per annum, and his establishment will be one of the largest and most complete of the kind in the West. The factory, as now operated, employs a force of from 90 to 100 hands, five foremen in the several departments, and general superintendent, with a trade

confined to no section or locality, but extending throughout the United States. Mr. Peter is also the proprietor of an extensive lumber yard in the city, which compares favorably with any other yard in the city. This business will average about $150,000 per annum and has a very large range of custom throughout Ohio, Indiana, Illinois, Kentucky, Virginia and all Eastern States. Mr. Peter has a mill located at Bay City, Michigan, in the pine region, for the manufacture of lumber, lath and shingles, from which his yard is supplied. He has a dock frontage of 1,000 feet on Swan Creek at the foot of Short, where his yard and office are located, and employs a force of from 45 to 60 hands, always making it his point to fill all orders promptly and to the entire satisfaction of his numerous customers. (See index to advertisements.)

CHASE, ISHERWOOD & CO., Tobacconists.

This firm represents a firm and solid institution of some fourteen years standing, and does a large manufacturing and wholesale business. It wsa established in 1862 by F. P. Isherwood, H. J. Chase, L. Burdick and W. S. Isherwood, occupying a frame building on the corner of Summit and Adams streets for two years, when they built a new factory on Broadway, which they moved into in 1874 and still occupy, W. S. Isherwood selling out his interest in 1873. The ground and factory occupied by this firm cost thirty-three thousand ($33,000) dollars, machinery costing ten thousand ($10,000) dollars. The firm have about fifty thousand dollars invested at the present time, purchasing from 70 to 80 hhds. of tobacco per month, their gross sales in 1875 amounting to $540,000. This firm employs two foremen, one shipping-clerk, bookkeeper, and seven salesmen on the railroad, also employing some seventy men, women and children in the factory. They use five machines for the cutting of tobacco. It is the most extensive tobacco factory in the Northwest with the exception of one or two in Chicago. They manufacture the choicest brands of tobacco that are placed on the market, and have obtained a most enviable reputation for the quality of their goods. Exercising the greatest of care in the selection of material, and employing only skilled and experienced workmen, they are prepared to give great advantages to their customers, both as to quality and price. This establishment is located at 235 and 239 Broadway, being a four-story brick building, having a frontage of 60 feet, and extending back 100 feet, the cutting-room being in the rear, and being 60 by 50 feet.

S. W. BELL & CO., Manufacturers of Staple Soaps.

Among the enterprises recently started in Toledo, none perhaps afford more substantial evidence of successful management than the above concern. Mr. S. W. Bell, with a younger brother, Jas. A. H. Bell, came to Toledo from Buffalo, N. Y., where they had been engaged for a number of years previous to 1875 in the soap business. They decided to establish a manufacturing business here, purchased a site, and in July, 1875, commenced the erection of a brick building 50 by 70 feet, with three stories and basement, on the corner of Lucas and Thirteenth streets. Upon the completion of the factory in September, a half interest was taken by Messrs. J. F. & S. Thornberry, grocers in Toledo, the necessary machinery and fixtures, including a small engine, were put in, and manufacturing immediately commenced. In December, 1875, Mr. C. N. Dimmick, of this city, purchased an interest in the concern, and February 1, 1876, another Toledo firm, Messrs. Baumgardner & Shepler, purchased a one-fourth interest, and the concern was re-organized upon a permanent and substantial basis with a capital of $16,000 in four equal shares — Mr. S. W. Bell being the manager and salesman, and Mr. Jas. A. H. Bell and Mr. S. Thornberry giving their sole attention to the practical part of the business, employing at present two men and three boys only as assistants in the labor of handling material, bailing, elevating, cutting, packing and shipping an average of nearly 100 boxes of soap per day, or 40,000 pounds per week. So complete are all their arrangements and appliances, that they are able to do this large amount of work with apparently so small a force. They have three boiling kettles, each having a capacity of 40,000 lbs., and will be able to produce 120,000 lbs. of standard

soap per week so soon as their trade demands it. Being a new enterprise, they have had to build up a trade from the start, and have chiefly given their attention to introducing their goods in Toledo and Detroit thus far, and have been very successful. Their trade in the latter city amounts now to from $5,000 to $6,000 per month, and in Toledo nearly the same. At the present ratio their sales for the current year will exceed $100,000. Their "Limerick" soap, which has been their leading brand from the start, is very popular in Toledo; also their "Bluing" soap, a more recent brand and style of soap. Every bar of both these brands of soap is beautifully stamped in a dye, and enclosed in a printed wrapper before packing in boxes by boys. One man will stamp and two boys pack about 100 boxes per day. In manufacturing, Messrs. Bell & Co. use only pure tallow, rosin and caustic soda, which last is imported from Lancastershire, England, in sheet iron drums holding about 700 lbs. each. The rosin they get from Wilmington, North Carolina, usually in 100 bbl. lots. They use about 15,000 lbs. of tallow per week. (See index to advertisements.)

DAVID SMITH, Manufacturer of Dimension Timber, etc.

This business was started in 1851 by David Smith, in company with Hudson B. Hall, on the east side of the Maumee. In 1859 they built a mill on the site of the present structure on Water street, near Cherry. In the same year M. W. Day became interested in the mill, the firm being known as Hall, Smith & Co. until 1865, Mr. Smith then buying out his partners continued the business with W. H. H. Smith, his son, until his death, which took place on the 28th day of March, 1876. In June, 1873, the mill was burned to the ground, but such was the energy and enterprise of Mr. Smith that in sixty days a larger and better mill was built on the site of the old one. The present building is 60 by 100 feet; engine room, 18 by 30 feet, containing two engines of 75 horse power each. The mill contains two large circular saws, one gang edger, one gang lath machine, capable of working 20,000 per day. The saws will cut 50,000 feet of lumber per day, or 10,000,000 feet per season of eight months, running mostly on bridge and dimension timber, yet they manufacture car timber, joists, scantling, etc., and every description of material usually manufactured in a first-class mill. In 1875, this mill cut 7,800,000 feet of logs, 3,200,000 lath, and 1,000,000 shingles. During the season they usually employ in the neighborhood of 75 workingmen in the mill and yard. Their lumber yard covers an area of two acres, and they have a dock and boom frontage of 600 feet. Their shipping and loading facilities cannot be surpassed, as vessels can be loaded at the dock directly from the mill. They can cut logs 75 feet in length when necessary. The business will be continued as heretofore, under the management of Mr. W. H. H. Smith, who has been identified with the business for more than ten years. (See index to advertisements.)

THE BOARD OF TRADE TOBACCO WORKS, W. S. ISHERWOOD & CO., Proprietors, 96 and 98 Ottawa street, Toledo, O.

This factory, so well known by its celebrated brand of fine cut Board of Trade, is second to none in the State. The amount of tobacco which they turn out is enormous, consuming on an average seventy hogsheads of leaf tobacco per month. They employ from eighty to ninety men and women. They have also achieved a wide reputation on their well known brands of smoking tobacco, which bids fair to distance all competition. One of the principal features of this factory is the completeness of all its arrangements and its admirable system, which is due to the energy and enterprise of the senior member of the firm, Mr. Wilson S. Isherwood, who has made the manufacturing of tobacco a study for many years. He has demonstrated and made practical many improvements in the art of manufacturing fine cut tobacco, which, together with close application and experience, are now developing what promises to be one of the mammoth establishments of the Western country. The firm is composed of W. S. Isherwood, A. Stuart, formerly of Covington, Ky., and L. W. Isherwood, son of W. S. Isherwood.

BAKER & DEVELINE, Iron Founders.

This establishment was founded by Smith & Develine for the manufacture of frames for the Domestic Sewing Machine Company. These parties came here from Norwalk, with the removal of the headquarters of the company from that city. They commenced under a contract to make machine stands for the Domestic Sewing Machine Company of 150 to 600 setts per week for five years. In 1875, the business of this firm was purchased by Messrs. Baker & Develine, who have since continued it, adding the manufacturing of copying presses for the stationery trade. Besides this an immense number of light castings are made for various firms in the city. The firm possesses every facility for manufacturing light castings for any and every conceivable purpose. They have also in use five lathes, four drills and one milling machine. The works are on Erie street, Nos. 98 and 100. The machine shop is 40x90 feet, and the foundry 40x120 feet. In the foundry they use from ten to fifteen tons of pig iron per month. Mr. Baker is a young man of fine business qualities, and attends to the books and financial matters. Mr. Develine is a practical mechanic and moulder, and superintends the mechanical work. These gentlemen are rapidly building up an extensive trade in the city and outside, shipping goods as far West as Omaha, and are taking their position among the leading manufacturers of Toledo. (See index to advertisements.)

A. A. TAYLOR, Proprietor Manhattan Mills.

In giving a review of this immense establishment, we do so with the full knowledge that the interests of Toledo in this particular branch of her manufacturing industries would be but partially represented were we to fail in doing justice to the enterprising proprietor of these mills. The Manhattan Mills property is situated on Summit avenue and Columbus street, occupying a frontage of 350 feet and running back to the channel. The building is part brick and part frame, 50 by 100 feet, with a height of four stories. A railroad track is connected with this establishment which passes entirely through the mills and connects with the T., T. & E. and the C. S. Ry.; also a slip or channel which extends from the mills to the channel of the river, allowing boats to and from the mills, giving such facilities for shipping purposes as but few similar concerns can boast of. Mr. Taylor possesses progressive business principles which enables him to be ever ready to meet the requirements of his increasing trade. As evidence to prove this assertion we will mention that he has erected on his grounds a large dwelling house for the use of the boss miller, Mr. Joseph R. Earnest, who can always be on hand in any case of emergency. Employing a large number of hands, Mr. Taylor has also erected a boarding-house for the accommodation of such hands as have no families. It must at once be conceded that this is an extensive establishment. The mill has a capacity of 40,000 barrels per annum. Mr. Taylor has also a mill at Loudonville with a capacity of 60,000 barrels, and one at Massillon with a capacity of 40,000 barrels per annum. Besides making a superior quality of flour, he also makes a specialty of such brands as "The Peerless," "Taylor's Best Choice Family," "Taylor's Baker and Southern Bell." He also manufactures what is known as the "Taylor's Patent Process Flour," which has no superior in the United States. These brands are acknowledged by all who have used them to be the best in the market, and this is not to be wondered at, as the machinery employed in these mills is of the best to be had, consisting of all the late improvements; grinds only the best wheat and employs none but the best millers in the country. In connection with these mills, Mr. Taylor is the proprietor of a large cooper shop 50 feet front by 80 feet deep, two stories high, where he employs a large number of hands in manufacturing barrels for his flour. Much more can be said of this enterprising establishment, but suffice to say that Mr. Taylor has won for himself a national reputation as the manufacturer of choice brands of flour, his trade extending throughout Ohio, Pennsylvania, New York, Massachusetts and the surrounding country, one firm in Boston, Messrs. Smith & Monks, alone buying 40,400 barrels in 1874. Those who have not tested this flour we would advise to do so at once, and we

will guarantee them satisfaction. The business manager of this establishment is Mr. W. A. McMillan, who is well qualified for this position through long years of experience in the business. (See index to advertisements.)

TOLEDO BREWING COMPANY.

The product of the brewers of Toledo is of a superior quality. This, together with the situation which the city occupies respecting the Western States, offers a vast inducement to the trade to deal permanently here. In the manufacture of beer the Toledo Brewing Company has earned a reputation for the superior quality of its product not only in this city, but in every locality where it is sold. Their trade extends throughout the States of Ohio, Indiana, Illinois, Michigan, New York and the surrounding country. This company occupies two buildings 150 feet front by 200 feet deep, four stories high, on Hamilton street, between Division and Fifteenth streets. The grounds belonging to the company cover this entire square, which runs back to Swan Creek. One of these buildings is used for the manufacture of beer, and contains the large vaults and ice-house for storing the same. The other is used as a store-room, cooper shop, where they make all the barrels used, the engine-room, which contains an engine of 80 horse power, and their office. These buildings are furnished with all the modern improvements necessary to the manufacture of a first-class beverage, which is so well appreciated by the consumers that they do an immense trade, manufacturing over 25,000 barrels per annum, which necessitates the employment of fifty hands on an average. The officers are, Peter Lenk, President; F. Lang, Sr., Vice President; and F. Lang, Jr., Secretary and Treasurer. These gentlemen are well known as prompt, active and enterprising business men. Mr. G. Stetter is the Superintendent and is well qualified to fill this position, from the fact that he thoroughly understands his business, and to him great credit is due for the efficiency in which this establishmet is conducted. The members of this company are well knowing the tastes of the people, and having an excellent understanding of their business offer to the trade an article which is highly commendable. This being generally known in Toledo they have established a large trade in the city, and are able to compete successfully with any similar establishments in the States. (See index to advertisements.)

SOBY & PEITER, Cigar Manufacturers.

This is one of the solid firms of Toledo in their line of trade. The manufactory and salesrooms of the firm occupy the second story of No. 129 Summit street. The size of their apartments is 20x65. John L. Soby was born in Philadelphia in the year 1834. Henry Peiter was born in Germany. They entered into partnership and commenced their present business in the fall of 1873, with a capital of $8,000. They now do a business of from $20,000 to $25,000 per annum, working from ten to fifteen hands, sometimes more. They command a large share of the city trade, besides a more extensive trade in the country. Their special brands are the "Patriot," "Topic," and "Guardian." For these brands there is an increasing demand that places their trade much above the average of similar establishments sn the West. (See index to advertisements.)

F. SEIBERT, Wagon Manufacturer.

The establishment of which the above named gentleman is now sole proprietor was started in 1853 by Mr. F. Seibert, Sr. In the winter of 1870 he died, and left the large establishment and a great and prosperous trade to his son, F. Seibert, the present proprietor. Upwards of a score of hands are constantly employed, and the work done has been highly spoken of generally. Mr. Seibert manufactures all kinds of wagons and buggies, from the cheapest to the most expensive styles. He has an immense city trade, and ships his wagons in every direction. He also has a department where horse-shoeing and repairing is done on the shortest notice.

THEO. KEELER, Planing-Mill and Manufacturer of Flooring, Siding, etc.

Mr. Keeler is located on Water street, between Adams and Oak, where he is conducting a planing-mill and manufacturing flooring, siding, mouldings, pickets, etc. He also deals extensively in rough and dressed lumber, lath and shingles. This is an old established house. Mr. K. has been connected with it for nine or ten years. He keeps a watchful eye over twenty-five or thirty employes, and attends to all the details of the various branches of manufacture. To this his success is greatly due. From a small business he has, by his untiring energy and business talent, succeeded in doing a now handsome trade of $75,000 per annum. He employs none but competent mechanics, and turns out first-class work. His yard is 200 feet front by 175 feet deep, running back to an alley. The planing-mill is a frame structure 60x120 feet, two stories high, where can be found the latest improved machinery, which will turn out first-class work at short notice.

ZERK & MUELLER MANUFACTURING COMPANY, Sash, Door and Blind Factory.

This company was incorporated with a capital of $50,000, in 1872, for the purpose of manufacturing doors, blinds, window sash, etc. The members of the company are C. Zerk, Conrad Mueller, John Blimeiter, H. F. Arndt, Geo. Heze, W. Schulz, and Henry Dirkman, all of whom are natives of Germany and practical workmen. They purchased their present building, in 1872, of Eldridge & Wiel. It is about 45 by 100 feet, and three stories high. They have invested in their business $50,000, and are doing a trade of $100,000 per annum, employing constantly in their factory forty workmen. They manufacture everything pertaining to their business, their trade being mostly in Ohio, on the line of the Dayton and Michigan Railroad. The manufacture of the above line of goods has grown to be a business of great magnitude, and this firm taking advantage of all the modern improvements and inventions in wood-working machinery, are enabled to furnish their customers with superior articles at the lowest prices.

WOLCOTT, ROWE & CO., Brass Founders.

The foundation of this enterprise was laid in 1872 by Jona. Smith & Co. In January, 1875, the business was purchased by Umsted, Rowe & Co., who carried on the business until 1876, when the firms of Umsted & Rowe and Wolcott & Heath were consolidated. The members of the firm are Lyman Rowe, J. L. Wolcott, C. K. Heath, and E. C. Umsted, silent partner. This house is located at 81 and 83 St. Clair street, occupying four floors 40 by 125 feet. Here they manufacture and deal in brass goods of all descriptions, water cocks and guages; also selling Ashcroft's steam guage, they being the sole agents for Toledo. On the capital furnished, they do a business of $700,000 per annum, occupying five departments, viz: brass foundry, brass furnishing room, machine shop, pattern shop and salesroom, employing 30 men in all. Their trade extends North, East, South and West, ship brass goods in all directions, having a good trade in that line in Canada, and shipping as far west as Laramie City. The quality of their goods is surpassed by no house in the business. Lyman Rowe acts as bookkeeper, J. L. Wolcott as salesman, and C. K. Heath is the superintendent. The proprietors of this house constitute a very able and energetic firm, and are skilled and eminently proficient in the difficult and particular trade in which they are engaged. This is the cause of their success, and enables them to give such good satisfaction to their customers. (See index to advertisements.)

GRASSER & BRAND, Brewers.

Among the manufacturing establishments which we would especially notice is the brewery of Grasser & Brand, on St. Clair street west. The producing requirements of this firm are only met by occupying two brick buildings. The main building is 120 by 120 feet, the cellar capable of holding 8,000 barrels. This brewery was established in 1857 by Joseph Grasser, who in 1860 asso-

ciated himself with Henry Brand, under the above firm name. In the same year they purchased a site and commenced building their present handsome buildings, finishing and occupying the same in 1866. The amount invested in 1860 was $100,000, which has, together with the amount invested in buildings and machinery, reached the sum of $275,000. Their trade extends through Ohio, Western Pennsylvania, Northern Indiana and Michigan. They produced in 1875 about 25,000 barrels of beer, and making about 80,000 bushels of malt per annum. They have in their employ altogether 28 men. Messrs. Grasser & Brand, well knowing the taste of the people, and having an excellent understanding of their business, offer to the trade an article that has no superior. This being generally known in Toledo they have established a large trade in the city. This notoriety has reached outside points, and has successfully aided the firm in rapidly extending their business. The dealings of the firm are conducted upon highly reputable business principles. (See index to advertisements.)

GEO. WILSON & SON, Box Manufacturers.

This factory was founded by Geo. Wilson in 1864 at Nos. 333 and 335 Erie street, for the manufacture of boxes. Mr. Wilson successfully continued the business until April, 1876, when his son, W. O. Wilson, became associated with him in business, the firm name being known as Geo. Wilson & Son. Occupying a building 40 by 80 feet, containing an engine of 40-horse power, and furnished with all the improved and necessary appliances for the successful manufacture of their goods, they are doing a large and lucrative trade, manufacturing on an average 130,000 boxes per annum. Mr. Wilson is also a builder and contractor of considerable magnitude, his contracts amounting to $100,000 per annum — his work giving universal satisfaction wherever done. Mr. Wilson is the inventor of one of the neatest patent rights in the market. It is called "Wilson's Patent Bottle Case and Cover Fastener." In this case bottles can be packed so that each bottle will be held firmly by itself, and in no danger of being broken from contact with the others. This invention does away with that precarious labor of packing with straw and the nailing of the cases, thus rendering the transportation of bottles easy and with safety. This case is also of great benefit to egg packers, as it can be used with the same convenience as in packing bottles. It can also be used for shipping all kinds of berries in this same manner. The circuit of trade embraced by this firm extends through Ohio, Michigan, and immediate vicinity surrounding the city. Skilled mechanics find employment in the factory, in assisting to distribute and manufacture the different materials in which this firm are noted for dealing. (See index to advertisements.)

D. N. TROWBRIDGE & SON, Stave and Barrel Manutacturers, Front street, between Navarre avenue and L. S. &. M. S. R. R.

This extensive business was first established at this point by Mr. D. N. Trowbridge in 1863, and he has been actively engaged in the manufacture of staves ever since; fifty men are employed in this establishment. Mr. Trowbridge has succeeded in building up a trade throughout the Eastern States, shipping as well to St. Louis and other Western cities. This branch of trade is forming one of the important industries in the manufacturing line of the country. His works are favorably situated on the Maumee River, near the Lake Shore and Michigan Southern Railroad bridge, and he can obtain the best of timber and have it shipped right to his yards with great facility and little expense. We would commend to the trade the establishment of Mr. D. N. Trowbridge, being satisfied that from the experience he has had in the business satisfaction will be met with in each and every transaction had with him. Toledo is one of the best points on the continent for a business of this kind, its extensive and convenient water privileges furnishing such direct and cheap transit from the great lumber fields of the north, and its immense railroad facilities east, south and west for the shipment of the manufactured article, make it unsurpassed as a manufacturing point in this branch of trade.

BENJAMIN & CLARKE, Manufacturers of Billiard Tables.

At No. 67 Madison street can be found the billiard table manufactory of Benjamin & Clarke. The building occupied by this firm is a handsome three-story building, which was erected by O. D. Benjamin in 1869, who continued the manufacture of billiard tables for some years. Mr. Clarke, the present partner, became a clerk for Mr. B. in 1872, continuing in that capacity until 1876, when he became a member of the firm now known as Benjamin & Clarke. The first and second stories of this building are occupied as billiard parlors, and known as the finest in the city. The basement is used as a bowling alley, the whole being run under strict temperance principles. These gentlemen are manufacturers of billiard tables, pigeon-hole tables, and dealers in all kinds of billiard, sporting materials, ten pin balls and pins. They are also agents for the celebrated J. M. Brunswick & Balke billiard tables of Cincinnati and Chicago, and in fact are prepared to furnish everything necessary to the complete equipment of a first-class billiard room. The famous Banner cue rack is furnished gratis with the Brunswicke tables. Repairing of tables, cloths, etc., promptly attended to at all times. (See index to advertisements.)

M. J. COONEY & CO., Carriage Manufacturers.

Among the best enterprises which a city can secure is a good carriage factory. It brings a large amount of money to a city and gives employment to a number of skilled workmen, one of the best classes of citizens a city can have. This establishment, Nos. 426 and 428 Huron street, is one of the largest manufactories in the city, having a building 35 by 131 feet and three stories high, and a repair shop in the rear 18 by 26 feet and two stories high. This factory was first started in 1866 by M. J. Cooney on Summit, corner of Lynn street. Slowly but surely, as the years rolled around, Mr. Cooney extended his (at that time) small factory, until it is now recognized as one of the largest factories in the city. In 1868 he associated himself with Mr. James Reid, also a practical workman, under the firm name of M. J. Cooney & Co. In 1872 they built and occupied the factory on Huron street, where the firm now are. Starting ten years ago on a capital of $1,000, they have now invested in buildings and machinery $18,000, their sales footing up the snug amount of $43,000 in 1875. Their trade is mostly local, enjoying an excellent class of patronage, having just finished an elegant carriage for one of our leading citizens at a cost of $850, and now at work on another which will when finished cost $1,000. Mr. Cooney's knowledge and experience in this business fully qualify him to meet the wants of the most fastidious in style, elegance, and material; in fact, the people in general. Employing from 25 to 35 skilled workmen, they spare no pains or expense in giving to the public the latest ideas and improvements in the carriage line. (See index to advertisements.)

BENJ. A. STEVENS, Manufacturer of Stevens' Patent Refrigerators, etc.

In the year 1874 Mr. Stevens originated an improvement in the construction of ice boxes, an important feature being a moveable ice pan which could be readily taken out and cleaned or repaired. Upon receiving a patent he immediately made preparations for manufacturing, and during the following winter and spring made up and sold some 600 refrigerators, besides about 275 ice boxes and beer coolers, which were shipped out in all directions from Toledo, and in many cases to distant points. So satisfactory has been the character of the article made by him, that a demand was created which he found this season would require an increased production of four fold over last year. He consequently has turned out about 2,000 refrigerators and 400 ice boxes, etc., with a strong probability of not being able to supply fully the demond for the season of 1876. Mr. Stevens is known as one of the most energetic and enterprising of Toledo's practical men; thoroughly self-reliant, he never fails to carry through satisfactorily whatever he undertakes. His present enterprise is the first and only one of the kind started in Toledo, and its success is a remarkable instance of the right thing undertaken in the right way. His factory is located on the corner of

Erie and Lafayette streets, occupying a brick building 30 by 80 feet, besides a large space in a frame building. He gives employment to about 25 men throughout the year. He makes a specialty of elaborately-finished beer coolers, varying in cost from $100 to $200; also sideboards and counters in many elegant designs. He has also commenced the manufacture of an improved cooling room for grocer's use, which promises to be a prominent feature in his future business. He occupies extensive warerooms on Ottawa street, where all the finishing and shipping is done. (See index to advertisements.)

MAPLES & NORTON, Stoves, Tinware, House Furnishing Goods, Etc. Manufacturers of Galvanized Iron Cornices, Window Caps, Etc., Etc.

The above named establishment is one of the oldest in the city. It is located at Nos. 242 and 244 Summit street, occupying a building 49 feet wide by 100 feet deep, three stories high, and a basement. This business was established in 1867 by Ballard & Rood. In the course of a few years it changed to Ballard, Freeman & Maples, and continued the business for three years, when the firm name was again changed to the present proprietors, Maples & Norton, who have been doing a large and thriving business during the past three years, until now their sales reach the enormous amount of $100,000 per annum. Their mammoth building is fully stocked with stoves, tinware, house-furnishing goods, ranges, etc. To parties desirous of furnishing their house in the above mentioned articles, or anything in the culinary line, and wishing to avoid that vexatious trouble of buying a single article in a place, we cheerfully commend them to Messrs. Maples & Norton. These gentlemen seem to understand just what the people want. Very few of our readers but have had sad experience in the difficulties attending to getting housekeeping utensils together, a stove in one place, some tinware in another, table cutlery and culinary utensils in another, and so on to the end of the chapter, but here the difficulty is obviated, we can find the whole outfit complete; our purchases can be made and sent home at one time, thereby saving much annoyance and time. Messrs. Maples & Norton also manufacture galvanized iron and zinc cornices, window caps, street fronts, etc. They employ in the busy season from fifty to sixty men in the manufacture of this branch of their business. They do not confine themselves to this locality, but are doing work in all parts of the country west and south. They cheerfully give estimates upon application. Much more could be said in favor of this establishment, but its reputation is so well known that it needs no further comment. (See index to advertisements.)

UNION TANNERY OF A. OBRIST & SONS.

This is one of the most extensive tanning establishments in Northern Ohio, and is very eligibly located on Swan Creek, above Erie street, having a dock front of 150 feet, and extending to Hamilton street. The building is a two-story frame, 80 by 120 feet, very substantially built, roofed with sheet-iron, and was erected in 1866 by Mr. Obrist, who came to Toledo from Williams county, where he had carried on tanning for several years. The tannery contains sixty double liquor vats, and is capable of producing over 20,000 hides per annum, being provided with a thirty-five horse-power engine for grinding bark, pumping, etc., and all necessary appliances for the business. When in full operation about thirty men are required to run the tannery, and about 1,500 cords of hemlock bark is used per year, which is obtained in Northern Michigan very readily either by water or by rail. An abundance of white oak bark can be procured in the country adjacent to Toledo with but little trouble. Everything considered a better location could not well be chosen for successfully carrying on a business of this kind, and this is only one of many other manufacturing enterprises which have been started in this locality and doing a thriving business. In addition to their tannery Messrs. Obrist & Sons have a wholesale store at No. 42 Summit street, and deal largely in leather of all kinds, also findings, hides and oils. They have an extensive trade, reaching into Michigan, Indiana and Illinois, which has been built up to its present condition by systematic effort and strict adherence to the principles of honest and fair dealing. The article manu-

factured by them bears a high reputation, and all the goods they handle are found to be as represented, thereby retaining the confidence and esteem of all who become their customers. Their salesroom and office is very conveniently located and should be visited by all in the harness and shoemaking trade when in Toledo.

WEST TOLEDO FLOURING MILL AND ELEVATOR.

The proprietors of this mill are Messrs. Geo. M. Brown and Nelson M. Allyn, who built it during the fall and winter of 1875, and commenced running the following April. The building is 32x54 ft., and with the elevator four stories in height. It is fitted up with the latest milling machinery, and designed for four runs of stone, having an engine of fifty-five horse-power. The mill was built expressly for doing custom work, and is accounted one of the best in the country. Mr. Brown is a miller of twenty-five years experience, and is not unknown in Toledo, having built and fitted up the Erie street mill in 1872 and '73. The milling department here being immediately under his supervision insures none but first-class work. Messrs. Brown & Allyn will also supply dealers with feed or flour at the lowest prices, and pay the highest market price for wheat, corn, oats, buckwheat, etc. Their mill is located near the Detroit Railroad, in West Toledo, and is a prominent feature in that suburb.

A. SPROSS, Manufacturer of Tobacco Pails.

This business was started by D. P. Chamberlin & Co., who built the factory in July, 1867, and commenced the manufacture of pails. The business was continued with various changes until April 8, 1872, when Mr. Spross purchased a half interest in the business, being associated with John L. Isherwood for one year, and for one year with Henry Williams. On the 1st of July, 1874, Mr. Spross purchased the entire business, which invoiced at $20,000, and has since continued the business. Since becoming sole owner of the factory, by purchasing adjoining property he has made extensive improvements, now having 200 feet on Empire street. He has the works in perfect running order and is doing a large and profitable business. He supplies the extensive tobacao factories of Toledo with pails, as well as shipping them to Detroit, Cincinnati, New York, Utica, Cleveland, and all the principal points East and West. He employs on an average 14 workmen, and manufactures about 100,000 pails per annum, his sales amounting to about $25,000 a year. He has the best kind of machinery in the factory with a 30-horse power engine, extensive dry-kilns, etc. He turns out about 400 pails per day, using annually 250,000 feet of cottonwood lumber, and about 600 cords of stave bolts. Mr. Spross is of German descent, a hard-working, practical man, and is justly entitled to the successful business he is in receipt of. His factory is located on the corner of Fourteenth and Empire streets, near Adams street.

GENOA LIME CO., 60 Water street.

This is one of the enterprising establishments of Toledo. It was incorporated in July, 1875. Mr. C. H. Sawyer is president, and Mr. W. E. Parmelee, jr., is secretary. The rapid increase in the volume of the business renders a flourishing condition of the affairs of the company. The importance of this branch of trade to Toledo and surrounding country cannot be over-estimated, as the Genoa lime is superior to anything else of the kind in the market; which fact is substantiated by its commanding a ready sale in localities where the supply of limestone is abundant. They have the agency of A. L. Newman, Wyman & Gregg, C. H. Sawyer & Co., William Habbeler and Frank Holt, these being all of the genuine Genoa lime mannfacturers. Some idea of the magnitude of the trade of the company may be formed upon knowing that their shipments extend into New York, Pennsylvania, Ohio, Indiana, Illinois, Michigan and Iowa. Their kilns have a capacity of 1,500 bbls. of lime per day. They annually ship from 2,500 to 3,000 car loads. They also deal extensively in cements, calcined and land plaster, plastering hair and sewer pipe. Cement and plaster is handled to the amount of from fifteen to twenty thousand barrels per year. This com-

pany forms a large item in the business community of Toledo, of which it is a fit representative. (See index to advertisements.)

B. MEILINK & CO., Manufacturers and Dealers in Furniture.

With one or two exceptions the sixty thousand people that inhabit the city of Toledo present no more striking example of the rewards of honest industry and perseverence than is to be found in the history of this firm, and more especially in the personal history of the name that heads the company. Mr. Meilink commenced the business in the year 1847 on a capital of $10. From that time on he 'pursued the even tenor of his way,' until now the firm commands a business of from $150,000 to $175,000 per year. In stock machinery, etc., the company employ a capital of $80,000, and work from 60 to 75 men. The firm now consists of Bernard Meilink, J. T. Southard, and Walter N. Conant. Mr. Meilink is a native of Holland. Mr. Southard and Mr. Conant were both born in the State of New York. The factory of the company is situated on Cherry street, between Summit and Water, running back to Vine street. The larger wing of the establishment is of brick, 36x129 feet, and three stories high, with a frame store and finishing department, fronting on Cherry, of 100 by 36 feet. Their salesrooms are at No. 204 Summit, between Adams and Oak, on the wholesale side. This occupies a frontage of 30 feet, running back 120 feet, and five stories high. They employ three foremen at the factory, and the same number at their salesrooms, in addition to the proprietors, who are always ready to give polite attention to visitors as well as customers.

J. W. CARR & CO., Confectionery.

In all probability the finest and best stock of confectionery in the city is to be found at J. W. Carr & Co.'s, No. 185 Summit street. Mr. Carr commenced business in 1874, remaining alone until March, 1876, when he became associated with Mr. W. J. Allen, under the firm name of J. W. Carr & Co. The business of this house has kept constantly increasing from the start. They manufacture candies of all kinds, keeping three hands constantly employed. Their trade at the present time is considered the largest and best in Toledo. With a fair share of health we feel confident in saying that this firm will long continue to wave in the sea of business and prosperity.

CHARLES F. CRONE, Carriage and Wagon Manufacturer.

Among the best enterprises which a city can secure is a good carriage factory. It brings a large amount of money to a city, and gives employment to a number of skilled workmen, one of the best classes of citizens a city can have. Mr. Crone started in business in this city in 1875, on a small capital, but being a man of energy, skill, and great enterprise, and being a thoroughly skilled mechanic he is rapidly building up an extensive trade. His workshops are replete with everything necessary for carrying on the business, and a corps of the best and most experienced workmen are employed. Mr. Crone is an enterprising, energetic business man and a thoroughly skilled, practical mechanic, so that his knowledge of this business fully qualifies him to meet the wants of the most fastidious in style, elegance and material—in fact, the people in general. His carriages and buggies are not to be surpassed for workmanship, and the spring wagons he turns out are of the best make in the country; hence we advise all those who want anything in his line to give him a call. The office and factory of this gentleman are located at No. 286 St. Clair. (See index to advertisements.)

TOLEDO VARIETY WORKS, Woodruff & Son, Proprietors.

In 1865, Chauncey D. Woodruff commenced in this city the manufacture of Woodruff's Patent Eave Trough Fasteners. The article made proved to be superior to any previously in the market, and the business grew into a prosperous trade. In 1870 he moved into and occupied a commodious brick building at No. 123 Water street. In the year 1874 he took his son into partnership with him, the firm then being Woodruff & Son, and they remained on Water street

until 1875. A fire that season breaking out in their engine room, caused them much damage, and compelled them to move their factory to the Wernert building, on Locust street, which they now occupy. The factory is a substantial brick building, three stories high 42 by 43 feet, having an engine room in the rear containing a 20-horse power engine. They have an extensive and growing trade, which extends as far west as San Francisco, south to Charleston, S. C., and east to New York. They employ 12 men in their manufactory, having in 1875 made 2,500 gross patent eave trough fasteners, besides many other articles, such as extension stove trucks, ventilation heads, etc. They ship many goods to Chicago. (See index to advertisements.)

UNION SAW WORKS.

At Nos. 108 and 110 Erie street can be found the above works, of which H. B. Tillinghast, A. B. Tillinghast and James Monroe are owners. This concern was founded in 1871 by Monroe & Hawkins, which partnership lasted until February, 1872, when Mr. Hawkins sold out his interest to H. B. Tillinghast, the firm then being Monroe & Tillinghast until January, 1876, when it was further increased by the admission of A. B. Tillinghast. This firm, although young, is, from the superior article manufactured by them, rapidly growing in public favor, having now a very nice business, which is constantly on the increase, their sales at the present time averaging $15,000 per annum. They manufacture circular and cross-cut saws of every description, making a specialty of a superior article called by them the "Toledo Blade Cross-Cut Saw," which is rapidly superceding all others in the market. They occupy a room in the Skidmore block 50 by 75 feet, having a wooden building for grinding, and a brick for tempering purposes, in addition to the main factory, constantly employing from six to ten men in manufacturing their goods. Since the commencement of business they use mostly English cast steel. Their trade extends through Ohio, Michigan and Indiana.

BOOS, LINDLEY & CO., BANNER MILLS, Coffees, Spices, etc.

These mills were started March 1st, 1875, by Boos, Lindley & Co., for the manufacture of coffee, spices, etc. The building occupied by this firm is located at No. 85 Monroe street, and it may be as well to give a brief description of the different departments occupied by them. The basement, a large, well-lighted apartment, contains a Haughton & Kneisser 40-horse power engine running with less noise than an ordinary sewing machine and fed from a peculiarly constructed boiler called the "Eclipse." The prominent qualities of this boiler are safety and economy of fuel. On the first floor are the business office and salesroom, handsomely fitted up. In the rear is the coffee-roasting department. Here are two large roasters, made according to an invention of Mr. Lindley and thought to be the most perfect machinery of the kind in use. On this same floor is an ingenious mill for grinding spices, which has automatic attachments for bringing back and grinding over grains that have missed proper grinding in the first passage through. In connection with this there is a store-room in which the ground goods are kept in bulk in close vessels until needed for packing. Other machinery on this floor are mustard mixers, baking powder mill, etc. They will employ from $25,000 to $40,000 capital in their business, and propose to extend their trade through Ohio, Indiana, Michigan, Illinois, etc. At the present time they have in their employ ten men and five girls, and intend having two salesmen on the road. The firm is composed of Messrs. Geo. W. Boos, J. Lindley, and C. B. Scott. The establishment is first class in all its appointments, the firm is young, energetic, and capable, and there is no question of its success.

G. W. THOMAS, Wheelbarrow Manufacturer.

The factory for manufacturing wheelbarrows can be found at the corner of Bismarck and Humboldt streets. G. W. Thomas, the founder and proprietor of this useful and beneficial business, was born in the State of New York in 1840, starting his business in 1874. Since its establishment it has been constantly increasing in trade, having manufactured in 1875 between 8,000 and 10,000

wheelbarrows, shipping his wares in all directions east and south, selling mostly to wholesale dealers. He uses in his business from 150,000 to 200,000 feet of lumber per annum, employing twelve men at an average salary of $12 per week, occupying a brick factory 40 by 40 feet, shed 20 by 40 feet, and a standard dry kiln 20 by 20 feet. Mr. Thomas is a fine business man, and we cheerfully recommend him to those who may want anything in his line as an honest, energetic and reliable man. (See index to advertisements.)

BAUMGARDNER & SHEPLER, Trunk Manufacturers and Dealers in Carpet Bags, etc.

The members of this firm are E. W. Baumgardner, formerly with L. S. Baumgardner & Co., and J. B. Shepler, long known as a passenger conductor on the D. & M. Railroad. They formed a partnership in September, 1873, and bought out the firm of Brooks, Chase & Crofts, who established a trunk business in 1863 and had their factory destroyed by fire in January, 1873. They soon after started business at No. 40 Monroe street and sold out to the present firm the next September, who continued it at the same stand, occupying four floors and basement, 25 by 120 feet, with their manufactory and salesroom; also one floor in an adjoining block for one department of manufacture. They employ in their manufactory an average of 35 men, including two foremen, keep two salesmen on the road and two in their store, and turned out in 1875 about 15,000 trunks of all grades. This establishment is the largest of the kind in Ohio and is exceeded by few in the country. The amount of their sales have annually increased, and will be larger than ever in 1876 from the increasing demand for their goods this Centennial year. The firm make a specialty of extra sole leather trunks, and deal largely in fine goods, satchels in Russia, Turkey, etc. Their trade extends through Ohio, Michigan, Indiana, Illinois, and eastward into Pennsylvania, having been largely increased by them since taking the business in 1873. They employ a capital of $25,000, and possess now all the appliances and facilities for doing a successful business, and are able to compete with any concern East or West, both as respects the character of workmanship and cheapness of their goods.

OHIO PUMP COMPANY.

An important branch of trade is represented in the city by the Ohio Pump Company, at 110 Erie street. The company consists of L. M. Skidmore, Francis Abair, A. Bauman, and O. O. Wetherell. In the year 1867 this concern was started by the above named gentlemen on a small capital, with ordinary machinery, and making but a few hundred pumps per year at first, but their business has constantly increased until now, on a capital of $25,000, they are doing a business running from $60,000 to $75,000 per annum, occupying a four-story brick building 75 by 90 feet, with an 80 horse-power engine. They are manufacturing pumps and shipping to eight States south and west. They also manufacture trunk bodies for Toledo manufacturers, and ship also to Cincinnati, Indianapolis, Logansport, and other cities. They employ three foremen and twenty skilled mechanics, engaged actively in transforming the rough material into the superior articles that are manufactured by them. Using Bauman & Wetherell's patent boring machine they are enabled to bore 4,000 feet per day, nearly double the amount of other bores using steam to expel the chips from the the tube. Their factory being fitted up with all the modern and improved machinery necessary to carry on such a business they are naturally prepared to furnish first-class work. They have also a branch establishment in Paducah, Ky., under the supervision of Mr. Bauman, getting out lumber, and engaged in boring out pump-stocks and tubing for Toledo.

W. F. ESSING, Brick Yard.

Those who contemplate erecting brick residences will find it to their interest to consult with W. F. Essing, who has won for himself an enviable reputation for the quality of his work, and attention to business, as well as for fair dealing and moderate charges. In 1856 this gentleman started a brick yard at the cor-

ner of Lagrange and Bancroft streets, and by prompt attention to business and untiring industry has increased his trade so that it now amounts to $15,000 per annum. Starting on a capital of $250, he has at the present time $7,000 invested in his business. The yard has a capacity of 30,000 bricks per day. Some of his goods have been shipped to Chicago, although his trade is principally in Toledo and vicinity. The bricks are made of the best quality of stock, and Mr. E. takes pleasure in giving his patrons satisfaction. Give him a call; you will save money by so doing. (See index to advertisements.)

A. FORD, Manufacturer of Silk Hats, at 59 Summit Street.

The production of silk hats, equal in quality to those of any other make that are in the market, and disposing of them at a great reduction from the standard rates, is the principal feature of this factory. It was established in 1869 by the present firm, who has since ably managed it, as his large and fast increasing trade indicates. Mr. Ford is a practical hat-maker, having worked thirty-five years at his trade, the greater portion of which he spent in Boston and New York. He is enabled to offer low prices, owing to his dispensing with superfluous help and tending to a certain part of the work and doing a cash business. His business integrity is well known, as he invariably does by others as he wishes to be dealt by. He gives his whole attention to his business, which assures all those wishing a silk hat of the latest style and of the best fit complete satisfaction.

B. NEHER & SON, Manufacturers and Dealers in Furniture and Undertaking.

This firm fairly illustrates what a steady purpose and fair dealing will accomplish. They commenced business in 1868 at their present stand, No. 357 Broadway, at the intersection of Jervis. This part of the city was then only a mere suburb, with nothing to attract trade but fair dealing and excellent quality of the articles furnished customers. These essentials to any trade have secured a steady increase in their sales until they compare very favorably with the more pretentious houses in older parts of the city. They employ from $7,000 to $8,000 capital, which is rapidly turned over by the "small profit and quick return" policy adopted in all their dealings. The salesroom and finishing department occupies a room 108 by 20 feet. The buildings, together with the ground on which they stand, belong to the firm. Having no rent to pay, and managing their own business — of which they have a thorough knowledge in all its departments — they are enabled to give such terms to customers as must rapidly increase their trade in that part of the city. In the undertaking department they can offer such inducements as make them formidable competitors in in that line.

GEORGE C. BENDER, Cigar Manufacturer.

George C. Bender is one of those industrious, persevering Germans that never fail to acquire a competence, as well as increase the amount of taxable property on the duplicate, lessening that of all concerned. He was born in Germany in the year 1831. He came to Toledo in 1868 and established himself in business, and has gradually added to his capital and extended his trade ever since. His factory is at the corner of Oak and Ontario streets. There, with a few hands, he manufactures some of the finest cigars found in the city. His special brands are the "May," "Blue Diamond," and "Flora Del Fumar." Those engaged in the retail trade will do well to see him. (See index to advertisements.)

JOHN HOFFMAN, Soaps, etc.

Toledo can boast, amid her grandeur of commerce, of many branches of trade, as well as features in those directions which largely govern and control her industries, that far excel in points of magnitude any of her contemporaries. Not the least of these is the establishment of Mr. John Hoffman, which was established in 1849, and consequently is entitled to be considered one of the

oldest institutions in Toledo. From that time until 1874 Mr. Hoffman continued the business alone, when he became associated with Mr. M. M. Goulden, an old and experienced business man, the firm name becoming Hoffman & Goulden. Mr. Hoffman lately purchasing Mr. Goulden's interest, now conducts the business alone. From the beginning in 1849, the business has constantly increased, until, at the present time, their trade extends through the Western States, and amounting to $50,000 per annum. This firm manufactures soaps, candles, and being also dealers in tallow, grease, rosin and chandler's chemicals. We are pleased to note the growth and successful operation of this establishment among our rapidly growing manufacturing interests. The office and factory is located at Fifteenth street, corner of Lucas street. (See index to advertisements.)

JOHN RAPPARLIE, Wagon and Carriage Manufactory.

Among the numerous carriage and wagon manufactories which are kept in constant operation to supply the demands of Toledo and vicinity, that owned by John Rapparlie will be found to be among the leading establishments of this line, and deserves a good recommendation to the public. This well known factory, located at the corner of St. Clair and Williams streets, is 24 feet wide by 75 feet long, and two stories in height. Mr. Rapparlie is about erecting a brick depository 46 feet long by 40 wide and four stories in height, thus affording ample provision for the storage and preservation of the large and fine stock of work which this factory is constantly turning out. This experienced wagon-maker formerly carried on a large and successful business in this line in Cleveland, O.; from which place he removed to Toledo in the fall of '69, and commenced the same business at this present location. Although his business was exceedingly small the first year, it has steadily increased and gained favor in the eyes of the public for the past seven years; and at present he turns out about $7,000 worth of work annually. From eight to ten hands are constantly employed, thus enabling Mr. R. to give every demand immediate attention. Everything in this line of business, such as carriages, buggies, light wagons, beer wagons, lumber drays, etc., are made here in the best style and of the best material. Inasmuch as the work of this manufactory has been already highly recommended, we can only say to those desiring anything in this line: Go and see their quality and style of work, and the excellent bargains which they offer, before purchasing elsewhere. (See index to advertisements.)

JOHN ALLEN, Brickyard.

The believers in the progress of Toledo toward its position as the "future great city," (and who in the city does not?) make frequent comparisons of the embryo city of twenty years ago—composed largely of unprepossessing frame structures, both for business and dwellings—with its present appearance, with its rows and blocks of elegant and substantial buildings, while "addition" upon "addition" has enlarged its circumference in every direction. It is indeed a praiseworthy showing, and reflects much credit upon the energy and enterprise of the old time business men, who foresaw and contributed to its present commercial importance. Familiar among those old-time Toledoans is the name of John Allen, and few have contributed more in a practical way to the growth of the city than he. From 1856 to the present time John Allen's brick have added building to building, and block to block, and as the city has grown under him so has his business kept pace, till now the demand upon him for 3,000,000 brick annually requires the occupation of an entire square on Fifteenth and Vance streets for their manufacture, and gives employment to 26 men, and using the best machinery. Mr. Allen has invented a superior article, of what is known as "stock brick," which is a favorite with builders. These are made both in white and red, and he also manufactures the best of common brick. (See index to advertisements.)

JOHN O'FARRELL, Dealer in Marble, Slate, Etc.

John O'Farrell can be found at No. 214 Summit street, occupying a building for his work three stories high and 24 by 120 feet. Mr. O'Farrell has been in

Toledo for a great number of years, hence it is hardly necessary to parade him before the public. But as he is a man of experience of the first class, and employs none but the best of workmen, who can and do turn out some of the finest monuments that can be formed from marble and granite, we propose to let it be extensively known. He employs fifteen competent workmen, and turns out per annum about $35,000 worth of work. He started in business in 1855 with $10,000 capital, and now employs $25,000. He has steadily increased from the first, and has given perfect satisfaction, which cannot be doubted by any who examine his superior work. To those who are desirous of purchasing mantels, monuments, headstones, plumbers' slabs, etc., and all kinds of ornamental marble and granite, we would say visit 214 Summit street. (See index to advertisements.)

SAMUEL K. McKINSTRY, Manufacturing Jeweler and Engraver.

This branch of trade was established in Toledo in 1871 by S. K. McKinstry at No. 81 Summit street, up stairs. Being a practical workman of twenty-eight years' experience in the manufacture of diamond, gold and hair jewelry, and being unsurpassed as an engraver; he is in receipt of an extensive and constantly increasing trade. From the superior quality of work furnished by Mr. McKinstry, it is not a matter of much wonder that he is in receipt of such an extensive business. Being practical in his profession and all its details, of an active and energetic disposition, he is the right man in the right place. As we stand and look at the business he is now doing, examine the fine work turned out by skilled workmen, carefully watched over by him, to gaze upon its perfect symmetry and styles, we are astonished. Not a piece of work is there turned but leads all to wonder and marvel at its beauty and perfect workmanship. Mr. McKinstry employs four as fine workmen in his room as can be found in any city, and Toledo should feel proud of the enterprise exhibited by him. (See index to advertisements.)

E. B. HALL, Brick Manufacturer.

The largest brick yard in the State of Ohio is at Toledo, and is owned and controlled by Mr. E. B. Hall, a gentleman of some twenty years' experience in the art of first class brick-making. The yard covers an area of over thirty acres and is located on Swan Creek, between Lenk and Hawley streets, with its office at the corner of Ewing and Hamilton streets. A side track from the L. S & M. S. Railway runs through the yard, thus affording every convenience for shipping bricks by rail. About 120,000 bricks are manufactured daily, making an average of between 12,000,000 and 13,000,000 per annum. One hundred and fifty men and boys are usually employed on the yard. Mr. Hall began business in 1857 and has achieved a most excellent success by hard and untiring industry, and by fair and liberal dealing. Those who may have occasion to deal with him will invariably find him upright and honorable. (See index to advertisements.)

ECKHARDT BROTHERS, Marble and Granite Workers.

The Eckhardt Brothers, formerly of the State of Indiana, came to this city and commenced the above mentioned business in May, 1874. They invested at the outset a capital of $500, which they have raised by later investments and increased trade to about $7,000, such has been the demand for their work. Their work being of the first quality and stock always of the best, with prices and promptness such as at once will attract attention. These brothers have taken a stand in their business that promises sooner or later to place them out of reach of competitors. The reason of their success is, that they are not careless in erecting their work. In many cases work is done with the idea that it will stand until we get our pay. Not so with this firm; but think, Is it firm? Will it stand the test of time? Will it always please the buyer? Their conditions are, if the work is not as represented the buyer is not obliged to take it. They now employ from ten to eleven hands and turn out a large amount of work, which is well known to be the finest done in the city. Tombstones, monuments,

mantels, and indeed every ornament made of marble or granite can be found here in styles of workmanship to satisfy the most fastidious. They occupy a building 20 by 54 feet at the corner of Bancroft and Elm streets. Everybody wishing fine carving or sculpture work would do well to call here before purchasing elsewhere. A very fine specimen of their sculpturing is shown in the monument of J. S. Kountz, German Catholic Cemetery. (See index to advertisements.)

CHAS. VILLWOCK, Manufacturer and Dealer in Guns, Rifles, Etc.

At No. 230 Summit street can be found the large and complete establishment of Chas. Villwock. Commencing in the spring of 1873, his business has constantly increased, until at the present time he is doing an extensive city and country trade, shipping his wares as far as Texas, and stands at the head of the trade in Toledo. He deals largely in English, French, German and American breach and muzzle-loading shot-guns, rifles, revolvers, ammunition, and sporting goods of all kinds. In these articles just mentioned his stock is not excelled in the West. He keeps three men constantly employed in manufacturing and repairing guns, rifles, etc., and their quality of work being of the very best. Mr. Villwock is a genial, straightforward business man, possessed of a large experience and knowledge of the trade in which he is engaged. Sporting men throughout the city and country will find it to their advantage to call on Mr. Villwock before going elsewhere.

CITY BOTTLING WORKS, JOHN SCHRINK & CO.

Mr. Schrink, the senior partner of this concern, was born in Germany in 1818, emigrating to the United States in 1835, settled first in Cleveland, and moved to Toledo in 1863. He served in the Mexican War, and also in the late civil war as Captain of Company E., 107th Ohio Valunteer Infantry, resigning in 1863 on account of his eye-sight failing. Immediately after coming to Toledo he started in the bottling business, remaining alone until 1869, when he became associated with Philip Schmidt, under the firm name of John Schrink & Co. Their works are very complete, well arranged, and furnished with everything necessary to prosecute the business successfully. Their business is an extensive one, manufacturing mineral and soda waters, and shipping all through Ohio, and as far West as Omaha and Salt Lake. They make a specialty of bottled cider, on which they have obtained a high reputation. Have also a vinegar factory in the upper story of their building containing eleven tanks capable of holding 400 gallons each, using 500 barrels of cider per year for bottling and in the manufacture of vinegar. They have invested in their business a capital of $30,000, exclusive of their buildings. They employ in the summer ten men and three delivery teams. In their business they use three car-loads of marble-dust, which they obtain from North Adams, Mass. For draining seltzer water they use 2,000 syphon bottles, which they import from France, and are far superior to the article manufactured in this country. They are also agents for Matthews soda apparatus, and are prepared to furnish the trade in Ohio. Their factory and office is located at 491 Erie street. Mr. Schrink was engaged in the same business for ten years in Celveland before removing to Toledo. (See index to advertisements.)

ALBERT BUNERT, Manufacturer of Pure Havana Cigars.

Mr. Bunert has been known for several years as a prominent dealer in California wines, liquors and cigars, having his store at 182 Summit street and doing chiefly a jobbing trade. In the Spring of 1876 he disposed of his interest there, and, having previously erected a building for the purpose, decided to engage in the manufacture of cigars. His factory is a substantial brick building 22 by 90 feet, two stories, and is located at 238 Erie street, near Lafayette, and is well fitted up for the business. He employs some eight or ten men, and is careful to have none but experienced workmen. He buys the best Havana tobacco and proposes to make only pure Havana cigars for first class trade. His leading cigar will be the "Cricket," and is already getting a reputation for making a

very fine article under that brand. Mr. Bunert is a native of Germany, and came to Toledo as early as 1852, and has always been known as an active and industrious citizen; was for a time engaged in grape growing, and is yet the proprietor of a fine vineyard on the Maumee above Toledo. Dealers who desire a genuine article will find Mr. Bunert's goods very reliable, and may depend upon their being just what he represents them to be.

WM. H. BEEMAN, Felt and Composition Roofer.

Next in importance to a good foundation to a house is a good roof, and this it is Mr. Beeman's business to supply. A leaky roof is a great nuisance. Mr. Beeman's roofs never leak, and being made of the best improved felting and fire-proof composition, are almost indestructable, and especially adapted for all flat roof buildings. He has made this his sole business for years — first in Monroe, Mich., before coming to Toledo—and has an experience that is invaluable. He has now an extensive business, not only in this city, but in many of the towns on lines of railroad leading out from Toledo, having now a contract for doing a large job in Defiance, and in 1875 put roofs on nine buildings in Blissfield, Mich., besides numerous important contracts in Toledo. The patronage that he receives indicates that he has the confidence of the building public and warrants us in speaking in no unequivocal terms of his work. His office and residence is at the corner of Jefferson and Fifteenth streets, where all orders will receive prompt attention. (See index to advertisements.)

E. W. E. KOCH, Grape and Fruit Grower, and Manufacturer of Native Wines, etc.

Among the old residents of Toledo few are better known than the above named gentleman, who for eighteen years has given his attention to the growing of grapes and the manufacture of pure native wines. Of late years he has added the propagation and sale of greenhouse plants and a general nursery business. His vineyard is the largest in this section of the country, comprising eight acres, located on the Maumee, just west of the city limits. He has now established a depot and salesrosm in the basement of the old Fort Industry block, No. 48 Summit street, where he also keeps on sale the best brands of Island, California and imported wines, cigars and pure liquors. Mr. Koch is an enthusiastic and successful horticulturist and florist, and has a green-house at his residence in the city of large dimensions, filled with all manner of rare beautiful plants.

HENRY STOCK, Cigar Manufacturer.

On the second floor, at No. 149 St. Clair street, nearly opposite the Blade Office, is the cigar manufactory of Henry Stock. He commenced business in 1872 on a capital of from $300 to $400, but his business has rapidly increased. He employs from four to six hands, and uses at this time a capital of $1,000 to $1,200, and his sales run from $4,000 to $5,000 per annum. He makes a specialty of the "Opera," "Select," and "Stock Exchange" brands, all of which are favorites with the trade. Mr. Stock was born in Germany in the year 1844, and learned his business in the city of Herford, Germany. He is a man of fine gentlemanly deportment, and possesses a good education, which make him a pleasant man to deal with, and above all is accredited with a strict integrity and all that you expect to find in a first-class business man of his age.

TOLEDO ELECTRO-PLATING WORKS.

Under the management of Oliver St. Arnaud have been established for 18 months, at No. 209 Summit street, up stairs, and is now doing quite an extensive business, not only for parties and families in this city, but in the surrounding country, and well he might, for he will take your old dilapidated tea sets, cake baskets, spoons, forks, etc., and in a very short time will return them to you in such an improved condition that you can scarcely recognize them, being as bright and handsome as when first purchased. This comes from the party understanding his business. He can also take your old brass or silver watch and give it a

coat of gold that will vastly add to its value an appearance. This is all done at a very trifling expense comparatively, thus presenting strong inducements for bestowing patronage upon this worthy firm.

MARQUETTE FLOORING.

The attention of our readers is called to the new patent flooring recently invented by Newhouse & Allen, of this city. The senior partner of the house, being a thorough mechanic, some years since commenced the experiment of making machinery to manufacture inlaid or mosaic work in wood. After long and patient study he succeeded in accomplishing his object, and the result is two machines that are enabled, without the use of hand work or glue, to produce what they term Marquette Flooring, or the insertion of dark wood in light wood in form like a checker-board, or mosaic work, of a very great variety of patterns, in a perfectly workmanlike manner, and is used for floors of halls, offices, dining rooms, pantries, etc.; also for base boards, wainscoting, the visc and steps of stairs, counter tops, beer tables, checker-boards, and many other purposes. The use of this as flooring does away with the use and expense of carpets, with the attendant annoyance of dirt, grease, matts, etc., giving you a clean, bright, pleasing floor, which can be kept so by the use of oil or wax occasionally. This work has been tested about two years, and has given perfect satisfaction, and Newhouse & Co. have met with ready sales of all their manufactures, receiving orders from California, New Orleans, New York and other places. Their office and manufactory is at the corner of Water and Lagrange streets.

H. T. COOK & CO., Jewelers.

The representative men of this city in the line of jewelry, diamonds, watches, etc., of all kinds are the gentlemen who comprise the above named firm. They are as extensive dealers in everything pertaining to this branch of business as can be found in the Northwest. In the manufacture of jewelry and goods for wedding presents they cannot be excelled either in quality, design or price. Mr. Cook, the veteran of this city in the jewelry line, is justly entitled to the prominent position which he holds. About thirty years ago he launched forth in the business in this city, and has steadily increased his facilities to such an extent that to-day his house is the largest in this section of the country. A practical jeweler by trade, added to his many years of experience, gives him such advantages as to be ever ready to meet the wants of his customers. He labors to secure none but the best goods in the market at prices to suit the times. No house in the trade has a more enviable reputation than this, from the fact that they keep nothing on hand that is not first-class, and their patrons know that their goods are just what they represent them to be. Dealing in all kinds of jewelry, watches of every make, diamonds of the first water, solid silverware of every description, and in fact everything pertaining to their line, they afford to the purchaser such advantages as can be found but by few similar establishments in Northern Ohio. In the manufacturing of jewelry and silverware Mr. Cook employs none but the most skilled mechanics that can be found. The store at No. 137 Summit street runs through to No. 37 Madison street, and presents the form of the letter L. The appearance of this room is magnificent not only in the vast amount of rich goods displayed in their show-cases and shelves, but the handsome manner in which the wood-work is finished, everything being made from black walnut. Much more can be said of this establishment, but suffice to say that should any of our readers need anything in this line we can assure them that they will find Messrs. Cook & Co. perfect gentlemen to deal with, who will take pleasure in always giving them their money's worth. (See index to advertisements.)

MISCELLANEOUS HOUSES.

Under this heading we include a large number of establishments, all of which are leading houses in the business of the city, and comprising in their several lines of trade a variation of nomenclature too extensive for separate classification. Among these the commission houses and grain dealers are worthy of special mention, as representing one of the most important branches of our general commercial interest, and as exerting a most powerful influence in promoting and advancing the material wealth of the city, as well as of the surrounding agricultural population, — the "bone and sinew of the country"— whose products find a market here. The trade in grain and agricultural products controlled by this class of business houses amounts to many millions annually, and steadily increases as the country becomes more cultivated, and our transportation facilities are multiplied.

The dry goods houses of the city are very numerous and extensive, and among them are several which cannot be excelled in all their opportunities and management by any similar establishment in the West. They draw their custom not alone from the limits of the city, but from the several adjacent towns on all lines of railroad centering in Toledo. Their prosperity is evident from the fact that many of them have had a name or standing which date from the days when Toledo was itself scarcely more than a village.

Of boot and shoe houses there is no lack in number, nor is anything wanting, either in excellence and extent of stock, or in elegance of their fitting up. The most fastidious Parisian dandy would not disdain a "fit" at any of our first-class shoe houses.

Not less deserving of praise are many establishments in the line of hats and caps, clothing, notions and fancy goods, millinery, book stores, music, musical instruments and merchandise, drug stores, jewelry, gent's furnishing goods, hardware, carpets and house furnishing goods, sewing machines, insurance agencies, dressmakers, etc. In short, every possible line and branch of business which the fifty thousand wants of our fifty thousand people can create a demand for. Our very creditable and noteworthy feature of the retail trade of the city is the quite general elegance displayed in fitting up and rendering attractive their several stores. Plate glass fronts, carved walnut furniture, frescoed ceilings, etc., are considered a paying investment by the progressive and live business men of Toledo, who are always "up to the times" in every improvement of the age which will promote their own or the public welfare.

E. R. WILLIAMS & CO., Commission Merchants.

On Water street, at the foot of Adams, can be found the well known and popular commission house of E. R. Williams & Co. This house was founded in 1864 by E. R. Williams, who retained control of the business until 1869, when W. R. Richards became a partner under the firm name of E. R. Williams & Co. These gentlemen are well known as active, enterprising and energetic business men, and as such rank high in commercial circles. To further facilitate their

business, they employ two salesmen constantly on the road, and have an agency at Baltimore, and also one at Boston. The facilities which this firm possess for handling grain are not surpassed by any similar establishment in the city. They have at present an extensive trade, which is constantly on the increase, and rivals that of any other grain firm in the West. (See index to advertisements.)

W. T. WALKER & CO., Commission Merchants, 96 Water street.

The high repute in which this firm is held, by virtue of their long experience and sound business ability, is in accordance with their first class standing in business circles. The business was established in 1858 by Messrs. W. T. Walker and P. Chamberlin, of Cleveland, under the present firm name. In 1860 a change occurred by Mr. Hayes being admitted to the partnership. In 1865 the firm became Walker, Hayes & Co., remaining so for the subsequent two years; then Mr. Hayes retired, and in one year thereafter Mr. H. E. Bangs became connected with the business and Mr. W. T. Walker bought Mr. Chamberlin's interest, which arrangement lasted until 1875, when Mr. John H. Fiske superceded the last-named gentleman under the present style of firm. They annually transact a heavy business, buying for Eastern and taking consignments from Western parties. The firm are cautious dealers, well conversant with the different changes that can effect the market. (See index to advertisemenls.)

CRABBS, BELLMAN & CO., Commission Merchants, No. 1 Board of Trade.

The favorable facilities which Toledo possesses for the grain trade has caused it to be one of the best centres for that commodity in the west. During the last thirty years a large number of firms have sprung into existence for the purpose of handling the enormous amount of grain which has been, and is, annually exported at this point. Of these none of them are more favorably known than Messrs. Crabbs, Bellman & Co. The firm was first formed in 1864, by J. D. Cooke & Co., who conducted the business till 1871, then changed to Crabbs, Goode & Co., which arrangement continued till March 1, 1875, when the present firm, consisting of Messrs. Perry Crabbs, W. H. Bellman, and M. Crabbs, under the present name, managed the business. The firm transacts business in grain, mill feed, seeds and produce of all kinds. They occupy a high position among the business fraternity on account of their business foresight and promptness. They invariably do a large trade, making liberal cash advances on consignments. The prosperity which this firm has achieved is the result of careful investments and guided by excellent business ability. (See index to advertisements.)

JOHN STEVENS & CO., Commission Merchants and Vessel Agents.

This is one of the pioneer firms on the dock of Toledo. Mr. Stevens launched into the business at Milan, Erie Co., Ohio, as early as 1841, then being quite young. He transacted business in this town till 1857. He then came to Toledo and established his present business in company with Mr. Chase. This arrangement lasted till 1867, when Mr. Chase was succeeded by Mr. Stevens' son, J. H. Stevens, under the present firm name. The firm formerly dealt extensively as Commission Merchants, but of late years they have given their attention more to the business of Vessel Agents, in which they rank high in the estimation of their patrons. Being judicious managers they have had prosperity attend them, which places them among the principle firms of credit in the city.

BANGS & WAGAR, Commission Merchants, 112 Water St.

This well known commission house was established August 1, 1875, by the present firm. Mr. Bangs is an old and reliable grain dealer, having been engaged on the docks in company with prominent firms for the last twenty years. Mr. Wagar is also, like the senior member of the firm, well conversant with the business. They give special attention to consignments, and do a fine business in buying and shipping grain. Conducting their transactions on conscientious business principles, they are materially aiding in increasing the volume of the grain trade centreing in Toledo.

JNO. McKILLOP & CO., Commercial Agency.

The above named firm is a branch of the well known and popular commercial agency of McKillop, Sprague & Co., which was started some thirty-two years ago for the protection of trade and the collection of debts. The success of this institution has been such that it is an indispensable aid to all persons doing business throughout the country. The branch office in Toledo has been established for many years, and is in the charge of A. E. Scott, as business manager, who is well known in Toledo, and has been in the employ of this company for some years, and they have offices in the principal cities of this country and Europe. Their office in this city is situated in rooms No. 20 and 21 Hall block, St. Clair street. As publishers of their commercial reports their attention is devoted to the work of obtaining reliable information as to the resources and credit of all persons engaged in business of this kind. The registers of this agency contain a full list of all the business houses in the United States and Canada. The success which has attended their efforts present the most satisfactory evidence that their agency has fulfilled the purpose for which it was designed, and that the use of its records is recognized as indispensable to the safe transaction of a credit business. They also make collections of all kinds throughout the United States, Canada and Europe.

BROWN & DODGE, General Insurance Agents.

The above firm, composed of Messrs. E. O. Brown and F. B. Dodge, represent a large line of reliable insurance companies in the several departments of fire, marine and accident. The aggregate capital of the companies whose policies they issue is about $50,000,000, and the gross amount of business transacted by the firm will reach near $200,000 annually. Both partners were engaged in insurance prior to entering into the partnership, which was formed by the consolidation of their individual interests in 1870, the combination making one of the strongest insurance houses in the city. The energy and go-aheadativeness of both members of this firm would insure success in any line of business, and are qualities peculiarly adapted to the profession into which they have "graduated." Mr. Brown, from the army, as his familiar title of "Major" would indicate, he having been an officer on the staff of Maj. Gen. Geo. L. Hartsuff, and Mr. Dodge from the Toledo Bar, where he practiced several years. The business of Messrs. Brown & Dodge has increased at the rate of 10 per cent. annually since the formation of the firm in 1870. Among the companies represented by them are the old reliable Home, of New York; Insurance Company of North America; Queen, of Liverpool; Franklin, of Philadelphia; Mecantile Mutual Marine, of New York; Travelers' Accident, Hartford, and many other of the best companies.

TOLEDO MUTUAL LIFE INSURANCE CO.

This company was organized in April, 1872, and commenced business in November, 1872, upon a paid-up capital of $120,000, subscribed in a great part by the prominent business men of the city, who realized that with proper management the enterprise might become one of which they, the insurance fraternity and policy holders might alike feel proud. Before issuing a policy the company deposited $700,000 with the State Insurance Commissioner at Columbus for the protection of policy holders, and the stockholders being individually liable for amounts twice that of their subscription. The Commissioner also holds these securities. The basis of operations, so far as safety to policy holders is concerned, thus becomes of the best. The officers of the company are S. H. Bergen, president; C. H. Coy, vice president; Jas. F. Aris, secretary; W. C. Crabbs, actuary; Wm. Baker, attorney, and Dr. W. W. Jones, medical examiner. The active management of affairs rests with Messrs. Bergen, Aris and Crabb. This company was organized not only to check the outflow of vast sums of money from this State, paid largely to Eastern companies by policy holders of this State, but also to some extent to correct the widespread evil of forcing upon policy holders unjust settlement in case he is compelled, through financial or

other causes, to abandon his insurance, resulting nearly always in an absolute loss of his reserve deposit. To this end, this company at the outset introduced a policy contract which embodies the safe and equitable guarantee of the return of this deposit or policy value to the policy holder whenever surrendered. This just provision is inserted in the policy of no other company in the country. It has attracted the attention of and been indorsed by the leading insurance authorities of the world, as honest and safe. As the marked feature of this company's agreements with its patrons, it is making the Toledo Mutual Life highly popular wherever known. The success of the company is already assured beyond a question. It is conducted upon plain business principles. Favored with increasing patronage, it is one of the few which made a gain in its business in 1875. Its resources are ample, and great care is exercised in the selection of its risks. Its death losses are promptly paid, and its directors and officers are among the most reliable and influential of Ohio's citizens. The office of the company is in the Hall Block, on St. Clair street.

PEASE & COLLINS, Real Estate Titles and Insurance.

This business was established in 1868 by Curtis, Russell & Co., afterward being changed to Curtis & Pease, the name remaining as such until 1873. Mr. Curtis then retiring, Mr. Pease assumed and retained control of the business until 1875, when becoming associated with Mr. Collins, the firm name was changed to Pease & Collins. These gentlemen being possessed of a complete set of abstract books, are thereby enabled to furnish a perfect abstract of title to any piece of land in the county. They are also agents for a number of excellent fire, life, marine and accident insurance companies, among which are the Underwriters' Agency of New York, American Ins. Co., Fireman's Friend, Star Ins. Co, Michigan State, Reading Ins. Co., Rochester Ins. Co., Connecticut General Life Ins. Co., and Railway Passenger Ins. Co., representing a capital of $7,239,000. To our readers we can safely recommend the above gentlemen as authority in all matters pertaining to real estate or insurance matters. Both are perfect gentlemen in their business and social circles. We can assure the public that all business entrusted to these gentlemen will meet with prompt attention and their risks be placed in reliable companies. (See index to advertisements.)

FROST & WILLIAMS, Wall Paper, Window Shades, Pictures, etc.

L. W. Frost and J. C. Williams comprise this firm, which was established at No. 147 Summit street, in 1870. They are dealers in wall paper, window shades, pictures and frames; also in ladies' furnishing and fancy goods, hosiery, white goods, etc. In all these lines they keep a stock that is not excelled by any other establishment in the city. They feel themselves competent with their present facilities to compete with any or all firms in their lines. They have three accommodating and competent clerks in the salesroom, always ready and prompt in fulfilling their duties toward customers. They also keep an efficient corps of workmen ready to go anywhere and at any time to execute paper-hanging at prices to suit. They warrant all the work that is done by them. These gentlemen give the business their personal attention, and being old and practical men, understanding the branches they carry on thoroughly, none need fear a failure in their not fulfilling their orders. They intend to keep their stock always full, and will exhibit to purchasers one of the most extensive and best assorted stocks in their line to be found in the city of Toledo.

F. W. PRESTON, Grocer.

One of the most successful grocers in the country is F. W. Preston, who operates at No. 50 Monroe street, 135 St. Clair street, and 323 Summit street. Mr. Preston commenced business with Mr. Tryon, under the firm name of Preston & Tryon, in 1866. Thus the firm continued until 1872, when it was dissolved, Mr. Preston retiring and starting in business for himself in the Opera House block. At the present time his sales will amount to the sum of $150,000 per annum. This rapid increase of business speaks volumes for the energy, industry and skill of this gentleman. The grocery business, composed as it is,

largely of staple articles, and upon which all buyers make it a point to figure closely, constitutes a trade which requires the most consummate skill and mercantile ability to manage, but Mr. Preston has proven himself eminently adequate to the task, as his extensive sales are alone amply sufficient to demonstrate. He is wide-awake to the latest markets and conditions of trade, so that his patrons may enjoy all the advantages that fluctuations in prices may reduce. He is emphatically the man of the times, and to whom the public may safely yield their patronage.

BOSTON SHOE STORE, GAINES & LAWRANCE, Proprietors.

At No. 44 Monroe street can be found the "Boston Shoe Store, Gaines & Lawrance, proprietors. This institution was first opened in April, 1873, by L. C. Black, who continued in business until September, 1873, the present proprietors then taking possession. Starting with a small capital they are in receipt of a business amounting to $30,000 per annum. Although comparatively a young establishment it has already gained a reputation for honorable dealings with its customers that extends far and wide. Their stock of boots, shoes, rubbers, etc., is always full and complete, and there is nothing in their line that cannot be supplied by this firm. The members of this firm are wide-awake, energetic, active business men, paying close attention to their business and to the wants and needs of their patrons, and we heartily advise all those desirous of purchasing to call on Gaines & Lawrance before going elsewhere.

WACHTER BROS., Boots and Shoes.

The above house stands out as one of the prominent examples of Toledo enterprise. They are located at No. 149 Summit street, the business occupying the first floor of the building. The members of the firm are William Wachter, Peter Wachter and Frederick Wachter. This house was established in 1865 by the above gentlemen, who have a capital of $21,000 invested and do a business of $67,000 per annum. They employ six salesmen in the store and two workmen constantly engaged in repairing. They are also interested in the firm of Wachter & Masters, at No. 230 St. Clair street, and do an extensive retail trade in the city and vicinity. Their stock of boots, shoes, etc., is full and complete in every particular, thus furnishing customers every imaginable opportunity for selection; hence those who purchase never fail to depart in satisfaction, and always feel disposed to give the house a good and well deserved recommendation. The Wachter Bros. are efficient, energetic business men, and as such have done a thriving business, and with a decided success. They have large experience as buyers, keep well posted in the markets, and are consequently able to give their customers the advantage of their superior acquaintance and knowledge of the business. Judging from past experience, we bespeak for these gentlemen a most successful business career in Toledo.

W. W. ALCORN, Jeweler.

At No. 157 Summit street can be found the establishment of W. W. Alcorn. This business was commenced by Mr. A. in 1865, since which time he has succeeded in building up an extensive trade. He deals largely in clocks, watches and jewelry of all kinds. His stock of the above named goods is always full and complete in every department. Mr. Alcorn is an active, prompt and energetic business man, attending personally to the minutest details of his affairs; hence the popularity of this establishment. Anything in the line of goods above mentioned can be obtained at Mr. Alcorn's, and at reasonable prices.

F. J. CHENEY & CO., Prescription Druggists.

On Summit street, No. 187, you can find one of the cosiest drug stores in Toledo. It is operated by F. J. Cheney & Co. (G. B. Watson being the Co.) This drug store is neatly and handsomely fitted up, everything being displayed to the best advantage throughout. It was started by F. J. Cheney in 1873 at the present location. In June of the same year he became associated with his cousin, C. L. Cheney, under the firm name of F. J. Cheney & Co., this partner-

ship lasting until March, 1876, the firm then being dissolved by the retirement of C. L. Cheney. He then took in as partner, Geo. B. Watson, of Ashtabula, O., the firm being known as F. J. Cheney & Co. They deal in drugs and medicines of all kinds, and all who call on this house are sure to be pleased, as well as to receive the purest that can be found. They are also dealers in patent medicines, perfumery of all kinds, fancy goods, etc. Any prescriptions committed to their care will be promptly attended to, and made up of the best and purest drugs. In fact this house is one of great energy, and deserves success and patronage.

J. O. REED, Prescription Druggist.

The great west, so prolific in its natural resources, furnishing, as it were, the never-failing fountain of wealth and convenience when quickened into life by the industry of man, also awards its quota of inconveniences, among which is disease of the usual variety and extent, necessitating the usual supply of the remedial goods of the medical world to preserve tone and vigor to the physical condition of the people. Among the numerous drug houses that have sprung into existence in consequence, is the large establishment of J. O. Reed, at No. 91 Summit Street, corner of Jefferson. This house was established in November, 1871, by Messrs. J. O. Reed and S. Huber, who continued in business together until March, 1875, since which time Mr. Reed has had sole control of the business. With a capital of $10,000 he has a trade of $30,000 per annum. The secret of Mr. Reed's success lies in a thorough knowledge of his business, and persevering action. He uses great discretion in selecting and keeping in store the best class of goods, hence he always awards satisfaction. The proprietor of this establishment is a young man, and with his talent, skill and experience, combined with integrity and energy, his future in business cannot be otherwise than onward and increasing, and it is of such successful establishments that a great and growing city is constituted. Mr. Reed's clerks are gentlemanly, polite and courteous, who are skilled in their profession, and all can rely on being promptly served, and with the purest drugs in Toledo.

J. F. MERY, Druggist.

This emporium of drugs and medicines, and of everything pertaining to a first-class drug store, was opened in 1869, by J. F. Mery, at the corner of Summit and Cherry Streets. Mr. Mery's stock is as complete in every department as is any retail drug house in the city. Especial care has been taken to render the prescription department absolutely perfect, and the utmost pains are taken that prescriptions are not only carefully filled, but compounded of the purest medicines that can be had. He also keeps on hand an extensive and well selected assortment of toilet articles, perfumery, soaps and fancy goods. The business is under the personal management of Mr. Mery, who served his apprenticeship in Germany and a New York store. Notwithstanding the usual cry of "hard times" his trade is steadily increasing. We can cheerfully recommend this house to our readers. Ladies especially, should inspect his toilet articles. (See index to advertisement.)

JOHN B. FELLA, Druggist.

One of the neatest and most tastefully arranged drug stores in Toledo, is the one at No. 282 South St. Clair Street, over which John B. Fella is the presiding genius. Mr. Fella, who is a native of Bavaria, began the study of his profession in Wirzburg, one of the capital cities and University seats in Southern Germany, graduating from that city, and moved to Toledo in 1861. To further perfect himself in this delicate and intricate business, he studied four years under the guidance of C. H. Eddy, and one year with Mulford. In March, 1866, he engaged in business for himself on Perry Street, afterwards moving to his present location. Aside from putting up prescriptions and dealing largely in drugs and medicines of the purest kind, he makes and puts up all kinds of fancy preparations, too numerous to mention, and all who call on this house are sure to be pleased, as well as to receive the purest that can be obtained. In fact, this house is one of great energy, and deserves success and patronage. The qualities of the

goods carried by this house are so well known, it is unnecessary to say much regarding them. We advise all to call on Mr. Fella, for all his articles are the best in the market. (See index to advertisement.)

V. W. GRANGER, Merchant Tailor, &c.

To be clothed in a suit of fine material, well fitted to the form, is gratifying to the major portion of the human family, hence the demand for artistic workmen in the manufacture of clothing. Among the numerous merchant tailoring establishments of Toledo, none enjoy a higher reputation for employing skillful workmen, or for turning out finer work, than the one over which Mr. Granger presides. Having been educated to this business from boyhood, Mr. Granger is practically adapted to compete with all his competitors. In 1849 Mr. Granger started this business in connection with his brother, the firm name being Granger & Bro., this partnership lasting until 1854, and after one or two other changes in the firm, he became, in 1862, associated with C. P. Boardman, under the style of Granger & Co., this partnership lasting until August, 1875, when Mr. B. retiring, sole control of the business was assumed by Mr. Granger. The rooms now occupied were built by Granger & Co. in 1851. None but goods of the very best quality are kept on hand ; therefore his customers can rest assured that all orders filled by him will be first class. An experience of nearly thirty years places this house among the first in the West, and the character of Mr. Granger is a sufficient guarantee that all work entrusted to him will be promptly and honestly attended to. The stock of gent's furnishing goods has been selected with great care, and is full and complete in every department. Commencing with a small capital, Mr. Granger with untiring industry, energy, marked ability and honorable dealing, has worked his way to the position he now occupies, and in his business ranks second to none. His place of business is located at No. 145 Summit street.

C. H. BUCK, Merchant Tailoring and Gent's Furnishing Goods.

This is a large and pleasant appearing establishment, occupying the first and second floors of a very large building at No. 159 Summit street. This is one of the largest establishments of the kind in the city. This business was commenced in 1860 by C. H. Buck. In 1864 he became associated with G. W. Bliss under the firm name of Buck & Bliss, this partnership lasting until 1872, when, Mr. Bliss retiring, sole control of the business was assumed by Mr. Buck. Beginning on a capital of $3,000, he has by careful and good management constantly increased his business until at the present time he carries $20,000 worth of stock and does a business of $45,000 per annum. He employs four salesmen in the store and twenty employes in the workroom constantly employed in making suits to order. This gentleman is perfectly skilled in his business, is energetic, industrious, powerful in plan and good to execute; hence his system of operation is pleasant and attractive. His stock of gent's furnishing and piece goods is very extensive, thus furnishing customers every imaginable opportunity for selection ; hence those who purchase never fail to depart in satisfaction. It is well for the public to remember the advantages of this house, as it will repay them to give it a call and convince themselves.

C. T. DONDORE, Pianos, Organs, etc., etc.

At No. 157 Summit street can be found the piano and organ warerooms of C. T. Dondore. Mr. D. first engaged in this business at No. 217 St. Clair street, remaining there until September, 1873, when he moved to his present location. Mr. D. is agent for George Woods & Co.'s Organs for Northern Ohio and Southern Michigan; also for the Weber Piano, Kranich & Bach Pianos. These celebrated instruments are his specialties, in the sale of which he is meeting with decided success. He is also dealer in various other kinds of pianos, organs, stools, covers, books, etc. Having a capital of $10,000 invested, and having real estate to the amount of $40,000 to back him in his business, he is doing a business of $25,000 per annum, employing three traveling salesmen whose travels lead them through fifteen counties in Northern Ohio and Southern Michigan, to receive orders for the instruments and goods in which Mr. Dondore has

become such a successful dealer. He has also an extensive city trade, which is constantly on the increase. For any musical instrument, or any of the goods in which he deals, we advise the public to call on Mr. Dondore, by whom they will be courteously received and promptly attended to.

THE BOODY HOUSE, S. GROFF & CO., Proprietors, Toledo, Ohio.

To persons at all familiar with Toledo, the statement that she possesses the finest hotel in the State will be readily understood as referring to the Boody House, a brief description of which we give for the benefit of those who may not have visited the city. We would remark here that its high reputation is due first to the almost faultless plan used in its construction, and secondly to the uniformly excellent manner in which it has been kept since first opened by its accomplished proprietor, Mr. Groff. The building stands on the corner of St. Clair and Madison streets, in the heart of the business part of the city, with the post-office and custom-house just opposite, and was erected in 1870 and '71 by an association of Toledo capitalists, its site having been reserved years before for this purpose, and it may be said that the plans and arrangements of this building having been some years under consideration were very thorougly matured. It occupies a space of 180 feet on St. Clair street, and 120 feet on Madison, and is five stories in height, with a tower on the corner 104 feet high. Both street fronts are of stone, and the whole style of architecture is such as to give an imposing appearance fully in keeping with its character and surroundings. The main hall or saloon, containing the office, etc., is located on the first floor, and is 27 by 170. A billiard room 40 by 98 is immediately in the rear of the office. A grand stairway carries one to the open hall or rotunda on the second floor, 40 by 56, which presents a most inviting appearance with its rich carpet and comtortable seats. From the rotunda extend two halls, one 10 by 120 feet, and one 10 by 40, and on the Madison street side is the ladies' parlor, 20 by 45 feet, richly furnished. In the rear is the spacious dining-room, 40 by 98, and 18 feet high. There are 133 guests rooms in the house, besides a large number of private parlors and suites of rooms for families, occupying the several floors, and all made equally accessible by means of the passenger elevator, which is used. Every room is supplied with a fire-place, grate and mantel, and hot and cold water, with bath-room on every floor. The Boody House was opened in the spring of 1872 by S. Groff & Co., who furnished the house in the most complete and thorough manner, and have continued to keep it in a style unsurpassed by any of the most popular hotels East or West. Such a hotel is a just source of pride and satisfaction to all citizens of Toledo, as it contributes in no small degree to the good name which the city bears among strangers and abroad. H. T. Wells and J. E. Couden are the gentlemanly clerks, and Mr. J. Walbridge is the bookkeeper.

ROBINSON & CO., Wood Yard, Water street, between Jefferson and Monroe.

This firm have lately started their enterprise in this city. They furnish the citizens with wood of any quality, and in quantities to suit purchasers, in shape ready for consumption. They have one of the largest establishments of the kind in this section of the country, occupying a commodious building well adapted to their business. They give employment to twenty-five men the year around, buying wood extensively in Michigan and in the surrounding country, disposing of some 4,000 cords per annum. An establishment of this kind in a city is an absolute necessity, and of course will meet with the support of the citizens. All orders promptly filled and wood delivered to any part of the city on short notice. All wood measured before sawed, parties getting the exact quantity ordered. (See index to advertisements.)

FRED. KRIEGER, Merchant Tailor.

The art of dressing well, and at the same time economically, is happily not one of the lost arts. Any man feels better, is better, can do more business, and do it better, when neatly and tastefully dressed, than when arrayed in ill-fitting

and unbecoming styles of clothing. Everybody likes to see a man tidily dressed, and such a man is universally welcomed in all circles where men of uncouth attire are scarcely bidden the usual compliments of the day. Therefore, the merchant tailor becomes a most valuable business auxiliary, and cannot be dispensed with. Mr. Fred. Krieger has a large and handsome tailoring establishment at 145 Cherry street, and attends to all business in his line personally. He began business in 1875 at this place, and now stands in the front rank of establishments of his class. He is a practical merchant tailor in all respects, having been constantly engaged at the business over nineteen years, and makes prices to suit the times.

J. R. B. RANSOM, Dental Depot.

This is the only establishment of its kind in Northwestern Ohio, and though it has been in operation but little more than three years it will compare favorably both in extent and variety of stock, and also in the amount of business, with the older Eastern houses. This enterprise was inaugurated by Mr. Ransom while engaged in the drug business, corner of Summit and Perry streets, in connection with which he kept a supply of dental goods, and employing an experienced and competent salesman on the road, soon made this specialty an important feature in his business. Early in 1875 he disposed of his drug interest and opened a dental supply depot in rooms on Madison street, whence, at the beginning of the present year, he removed to his present location, at No. 83 Jefferson street, in a large two-story brick building, erected expressly for the businsss. The trade in dental goods has grown from nothing to the present satisfactory proportions, which, during the past year will exceed $50.000. Mr. R. has dealings with dentists in all the principal cities and towns through Ohio, Indiana and Michigan. In addition to a full supply of all kinds of dental goods he has also for sale the celebrated Rochester Patent Adjustable Barber Chairs, which he is prepared to furnish at manufacturers' prices.

THE HOWE SEWING MACHINE COMPANY.

The salesrooms of the above company in Toledo are on the corner of Madison and St. Clair streets, and since 1873 have been in charge of Mr. T. B. Terry. Under his management the sales of the company have been steadily increasing, the business transactions of this city being larger than any other city in the United States during 1875. The Howe machine is one of the oldest and best in the market. It was invented in the year 1844 by Elias Howe, who is also inventor of the sewing machine needle which is used by all the different machines. Among the variety of machines which have since been produced none exceed the Howe in the essential qualities requisite to a good sewing machine. It has been conclusively proved to be one of the most desirable machines ever made, and has a great range and variety of work. The manufactory of the Howe Sewing Machine Company is located at Bridgeport, Conn., and is a very extensive concern. The company have facilities for producing 640 machines per day, and have offices in all the principal cities of the United States, and also in Europe. The total amount of their business in 1875 was $10,500,000. The rooms of the company in Toledo are centrally located, and will be found an attractive place to visit.

THE WEED SEWING MACHINE COMPANY, A. E. Dickinson, Manager.

The branch of the Weed Sewing Machine Company located in Toledo, though only in existence since 1871, has become one of the leading features of our city's commerce. It is the only exclusive wholesale sewing machine establishment in this city, and does an annual business of over $100,000, controlling all of Ohio, Michigan, and part of Indiana. In this office there are employed two bookkeepers, two shippers, and five regular travelers, besides hundreds of minor salesmen throughout the territory it controls. The Weed Machine was invented by Theodore Weed, and improved by A. Fairchild. At present four different styles are sold, The Family Favorite, for family use; The General

Favorite No. 1, for family and light manufacturing; and The General Favorite Nos. 2 and 3, with various attachments for the manufacturing of every article to be made on a sewing machine. The establishment in Toledo is especially designed and fitted for a large business, having elevators, speaking-tubes, and every ordinary convenience for transacting business; doing all their own teaming and draying. The retail department is under the exclusive management of Mr. J. D. Wise, whose office is in the same building with that of the company, No. 222 Summit street. This company has entirely abolished the old plan of canvassing for the sale of their machines and selling on long time and monthly payments, but instead they sell their goods at wholesale, giving low rates for cash, or short credit to responsible dealers. This plan has been found to give entire satisfaction, and the sales of the company have been largely increased thereby. Not satisfied with the present superiority of their machines the Weed company are constantly making improvements, and now produce a variety of sewing machines excelled by none in the market. The General Favorite Nos. 1 and 2, are especially deserving of favorable mention. In this the company claim to have a well built machine, one that will do a greater range of work and fulfills the *desideratum* of sewing machines standing long wear and great speed.

E. S. BURNHAM, Manager of the American Sewing Machine Co. at Toledo.

The office and salesroom of the Toledo agency of the above company are at No. 63 Madison street, Boody House, under the effiicient management of Mr. E. S. Burnham, who came from the office of the company at Indianapolis in September, 1875, and took the place of Mr. E. H. Harrington, who went to Chicago and took charge of their general distributing office there for the Western States. The American Sewing Machine has been represented in Toledo for over ten years and has become known as one of the best machines in the market here, its leading characteristics being simplicity, lightness, and durability. Having few working parts they are easily kept in order. The shuttle requires no threading, and the needle can be threaded by the most inexperienced. It sews so easily as not to fatigue the operator, and is so constructed that there is no wear on the shuttle. It is claimed that it runs the lightest of any shuttle machine, makes the least noise, has self-setting needle, never skips stitches, and is most easily learned; all of which points have given it a reputation far above many of its competitors. The business of this company at the Toledo agency has been steadily increasing, and it is expected to send out more machines in 1869 than in any previous year. The territory under Mr. Burnham's control includes Northwestern Ohio, Northern Indiana, and some counties in Michigan. The American Sewing Machine is manufactured at Philadelphia, the principal office and warerooms being at 1318 Chestnut street. No more gentlemanly or agreeable agent can be found than Mr. Burnham, and there need be no fear of the company's interests suffering at his hands.

DOMESTIC SEWING MACHINE ROOMS.

The salesrooms of the Domestic Sewing Machine Company, located at No. 177 Summit street, are under the management of Mr. J. W. Greene, who has under his control some twelve counties in Northwestern Ohio and adjacent to Toledo. The present rooms have been newly fitted up and are spacious and attractive and very centrally located. Mr. Greene has been identified with the business of the Domestic Sewing Machine Co. since 1870, and opened the first retail salesroom for the company in Toledo that year. He afterwards went to Fremont and took the general agency in 1872 at that point, continuing until May, 1876, when he returned to Toledo and by request of the company assumed charge of the business here. The "Domestic" is becoming decidedly popular, and whenever properly introduced seems to outshine many of its rivals in number of sales, which is no doubt on account of its simplicity of construction and the ease with which it is operated, which gives it a great advantage over many of the older machines. The machine was invented at Norwalk, O., by W. A. Mack, and manufactured there in a limited way for some years. Its many excellent points attracted the attention of capitalists, and in 1870 a stock company was

formed, with the principal office in New York, and manufacturing done at Providence, R. I., until 1875, when the company completed and occupied an extensive factory at Newark, N. J., having a capacity for producing, if necessary, 500 machines per day. Since its organization the business of the company has rapidly increased, and it now stands fourth on the list in extent of sales. Ladies will find the rooms of the "Domestic" a pleasant place to visit, and Mr. Greene and his courteous assistants are always prepared to show purchasers the advantages possessed by this machine.

THE SINGER SEWING MACHINE CO.

The agency of this machine in Toledo is doing the largest business of any establishment of the kind in the Northwest. Hundreds of families who have failed in making any other sewing machine work are delighted with the ease and facility with which they can manipulate the Singer. Its history is somewhat remarkable. The first machines made were constructed in 1853, and the first agency was established in Toledo in 1860. The sales for the first year throughout the country was only 810, and prior to 1867 only 250,000 were sold. The number sold last year reached the enormous figure of 249,852 machines, and the total number sold since first introduced amounts to 2,000,000 machines. The sales increase daily beyond the most sanguine expectations of the managers. The manufactories are located at Elizabeth, N. J., South Bend, Ind., and Glasgow, Scotland. The total number of hands employed at the factories number 4,500; of this number 3,000 are employed at the company's factory at Elizabeth, N. J. The main building is 1,100 feet long and 50 feet wide, four stories high. At these works 6,000 machines are manufactured on an average each week. The works cover about 20 acres of ground, with five miles of railroad track for the shipment of these machines. The works are divided into separate departments, so as to facilitate in the manufacturing. The forging shop is 700x50 feet, foundry 600x50 feet, cabinet shop 200x50 feet, and packing box shop 200x50 feet. The sales of the Singer Machine exceed that of seventeen other standing companies combined, being pronounced the leading machine of the age. It is shipped to all points of the globe wherever such an article is used. Mr. Henry Coquillard, formerly from Detroit, is at present the agent of this company in Toledo, and has every reason to be proud of the success with which the "Singer" is meeting and the terms of commendation in which it is spoken of in all localities where it has been used. The office is at 40 and 42 Madison street. (See index to advertisements.)

H. ARMS, Livery and Sale Stables.

The above is one of the institutions of Toledo, Mr. Arms being known as one of the solid men of the city, who does nothing by halves, and has one of the most thoroughly equipped establishments in the State. His stables front 100 feet on St. Clair street, opposite the Hall Block, and contain a well furnished waiting-room, a commodious office, a harness-room, and carriage-rooms, with stabling in the rear. He usually keeps about sixty horses and thirty carriages and buggies to accommodate his patrons, and deals also extensively in fine carriage horses, buying them in the West for the New York market. He made sales in New York of matched teams as high as $4,500 per pair. Mr. Arms came to Toledo in 1865 from Jefferson county, N. Y., and has been engaged in livery business since that time, purchasing his present stand in 1866, which he has materially enlarged since. He has also been a member of the firm of Warriner, Patrick & Co., dealers in saddlery and carriage goods, until October, 1875, when he withdrew, and the firm reorganized. He has been one of the principal owners in the Toledo Omnibus Company from the time of its organization, an institution which owns six omnibusses, five coaches, and six baggage wagons, for transfer of luggage from railroad depots and hotels, and employs a capital of $20,000. All who have patronized Arms' Livery once usually go there again, where they are sure to get good equipages and courteous treatment. (See index to advertisements.)

MRS. E. M. WHITE, Millinery and Fancy Goods.

This establishment was founded on the 10th day of September, 1867, by S. White & Co., who continued the business successfully until January 17, 1875, when, Mr. White dying, sole control of the business was assumed by the present proprietor, Mrs. E. M. White. Mrs. White is a lady thoroughly skilled in her business, having had years of practical experience, occupying a building 25 feet front by 110 feet deep, and carrying a well and large assorted stock of millinery and fancy goods, combined with a corps of experienced workwomen to mould the goods into the latest fashions. She is justly entitled to the position she occupies as being considered the leading milliner of the city. Ladies who are in need of any of the articles in which Mrs. White deals will be convinced by giving her a call, that her goods are superior to others in quality and price. This establishment is located at No. 221 Summit street. (See index to advertisements.)

SCIENTIFIC MONTHLY, E. H. FITCH, Proprietor.

One of the most popular of the Toledo productions is the Scientific Monthly Magazine, edited by E. H. Fitch. This enterprise was started in 1875 by Mr. Fitch, who continued the business until January, 1876, when the Scientific Publishing Company, consisting of five members, was formed. Mr. Fitch, who is a lawyer by profession, well versed in the current and scientific literature of the day, is admirably adapted for carrying on such an enterprise as he is at present engaged in. The articles in this magazine are furnished by the most learned men of the State, and as such are well worthy of perusal, and have given to the work the enviable notority it has attained throughout Ohio and other States. To those who are desirous of obtaining a first-class magazine we would request them to call at the office, on the corner of Summit and Jefferson streets, and subscribe for the Scientific Monthly.

E. V. E. RAUSCH, Book and Job Printer.

At No. 5 Ft. Industry Block the above named gentleman established himself in the book and job printing business January 1st, 1876, and subsequently associated himself with Geo. W. Lipscombe, real estate dealer, in the publication of the Industrial News, a monthly periodical devoted to art, science, literature and general information. Mr. Rausch has succeeded in establishing himself within a year, with a humble beginning of about $600, but by energy, perseverance and economy which characterises this gentleman, and an ambition to serve the public in a satisfactory manner, he does the handsome business of from $500 to $600 per month, or nearly $7,000 per annum. Mr. Rausch was born in Sandusky county, July 21, 1853.

WM. CLOUSE, Tonsorial Rooms.

Among the numerous establishments of the kind in the city, there are none where one can more thoroughly enjoy the luxury of a clean shave than in the elegant tonsorial parlors of Wm. Clouse, in the Boody House block. No pains or expense has been spared in the fitting up and appointments of this establishment, which is under the personal supervision of the veteran Clouse himself, who has for years taken precedence in this line, and is a general favorite with the Toledo public. Connected with the tonsorial rooms, and located immediately beneath them in the basement, is a fine suite of bath rooms, where every modern appliance for hot and cold baths, make this establishment a model of convenience and comfort in every respect. In every department of his business none but the most skillful artists are employed, and every attention is paid to giving perfect satisfaction. Mr. Clouse, in his fifteen years experience in Toledo, has demonstrated the fact that success may be attained in any line of business by persistent effort and a thorough performance of the work undertaken. (See index to advertisements.)

AMERICAN HOUSE.

W. H. Gaines and Henry O. Hamlin are the proprietors, and Esbon Blackmar and William Hamlin, clerks, of this popular hotel, which is located on St. Clair street, at the head of Perry street. The building has a capacity to accommodate over 200 guests, and has good sample rooms for the accommodation of commercial travelers. Messrs. Gaines & Hamlin pride themselves on keeping as good a $2 per day house as there is in the State. The American House has long been well and favorably known to the traveling public, but its present proprietors are rapidly spreading its reputation for the better in every direction. These gentlemen have been but a short time in possession of the house, and during this period they have acquired an enviable reputation among hotel men for the skill exhibited by them in the management of hotel business. Messrs. Gaines & Hamlin, the proprietors, are gentlemen well qualified for business and social intercourse; prompt, courteous and frank in their manners, they are therefore popular with their guests, and in connection with the fact that they keep a first class hotel, they have a large and well deserved patronage. It is unnecessary for us further to show up the merits of this hotel, as it is well known and speaks for itself. But suffice to say in this notice, that the American House is the point to be made by the traveling public when visiting Toledo. (See index to advertisements.)

R. V. BOICE, Mason and Builder.

Few men have had more to do with the building up of Toledo or achieved a more substantial success than Mr. Boice. He may be said to have grown up with the place. Coming here from New York when young, he learned the brickmason trade, and here he has always worked. Soon after he commenced business he purchased a lot from the late Edward Bissell, and built upon it a small house, which during the dark days of the cholera times in 1854 he thought would never be worth the small arrearage upon it, but it has been his fortune to see while yet in his prime all the gloomy views dispelled. From the first Mr. Boice became known as an energetic and thorough mechanic, carefully executing whatever work he undertook, attending to details himself, and this has had much to do with his success as a contractor. He had more or less to do with the construction of many of the older business blocks on Summit street, and later he may be said to have built almost all of St. Clair street, first among his jobs being the residence for E. P. Bassett, followed by the Drummond Block, the United States Express Company building, Blade building, the Boody House, and in 1875 the Hall block, and the Locke block. The Hall block cost over $250,000, and is one of the finest business blocks in the United States. In 1874 Mr. Boice built himself a handsome villa on the corner of Monroe street and Collingwood avenue, which he occupies, and is one of the most attractive places in the city.

LUTHER WHITNEY, Contractor and Builder.

Among the foremost and perhaps the best known of Toledo's reliable builders is Luther Whitney. His long experience, added to his general intelligence and clear judgment, have made him a most useful citizen. Mr. Whitney is a native of New York, and came to Cleveland when fifteen, where he learned the carpenter's trade, and worked at the business for a number of years. In 1855 he came to Toledo as architect and superintendent of buildings for the Lake Shore and Michigan Southern Railroad Company. This position he held till 1860, when he was awarded the contract for building several large elevators at Cincinnati, which employed him there two years. Returning to Toledo in 1862 he engaged in building and taking contracts for work, and has been among the most active in such enterprises as were designed to add to the growth and prosperity of the city. Mr. Whitney represented the Second Ward of this city in the council for six years, serving four years as Vice President and two years as President of the City Council, filling both positions with marked ability. Proof of Mr. Whitney's skill as a builder may be seen in all parts of the city. Among his

more recent contracts are the Raymond block of residences on Twelfth street, and the Casey residence, corner of Walnut and Huron. The Blade building and the United States Express Company building on St. Clair street were his contracts, besides the Drummond block and many others that might be named. His shops and office are on the corner of Oak and Superior streets, and his residence is at 140 Walnut street.

A. R. STONE & CO., Auctioneers and Commission Merchants.

At No. 199 Summit street can be found the old established and well known house of A. R. Stone & Co. This institution was founded in 1871 by A. R. Stone, associating with him W. G. Alexander, the well known and reliable auctioneer. Besides doing an extensive auction and commission business they are also heavy dealers in furniture, oil paintings, chromos, frames, mouldings, etc-, of all styles and sizes. Their business has steadily and constantly increased from the beginning, and at the present time amounts to $50,000 per annum, and if added to their real estate sales made by Mr. Alexander would swell the amount to $300,000. This house is the only one of the kind in the city, and the members of the firm being well experienced in the business they challenge competition with any house in the West. In their trade they are able to give the best bargains the markets can possiblp afford, and their extensive and well selected stock abounding in every variety and style gives patrons an opportunity for a satisfactory selection seldom found. (See index to advertisements.)

O. H. SQUIRES, Saloon.

One of the neatest and most tastefully furnished sample rooms to be found in the city of Toledo is the one at No. 60 Cherry street, presided over by O. H. Squires. He keeps constantly on hand to supply the wants and satisfy the thirst of his numerous friends and patrons, a full and ample stock of liquors and wines. The best brands of cigars, foreign and domestic, can be had at this establisment. While his patrons pay close attention in sampling the quality of his goods, not a little comment is excited by his gallery of cartoons, furnished by Thompson, the eminent artist. Mr. Squires engaged in this business in 1875, and by close attention to his business, prompt and courteous with his customers, he has succeeded in building up a large and lucrative trade. So many eulogistic encomiums have been tendered Mr. Squires by the daily and weekly papers of this city, that it is needless for us to compliment him any more. We would say to the public that if they will call on him when they are thirsty or need a good smoke, they will find out the reason why he is so universally popular and so well worthy of public praise. (See index to advertisements.)

ATLANTIC VARIETIES.

Located at Nos. 20 and 22 Perry street, in two spacious rooms, ornamented with paintings and enlivened with music, both vocal and instrumental, the Atlantic Varieties attracts large crowds night after night the year around. The stage is often enlivened with entertaining and laughable performances by artists of long experience and acknowledged celebrity. As this is the only place of the kind in the city, and the admission free, everybody is expected to go occasionally. The rooms are 40 by 100 feet and seat a large audience very comfortably. This concert saloon was started in August, 1874, on a capital of $2,000, and has proved remunerative to its owner, Mr. Charles Steinbrecher. The same place was formerly occupied by Mr. Litten, and was known as the Atlantic Garden. Five or six lady and gentleman performers are usually upon the stage at once. Nothing uncivil or out of character is allowed on the stage at the Varieties. (See index to advertisements.)

THE ADELPHI, R. J. Lent, Proprietor.

He who provides a place of entertainment where all classes, from the banker to the day laborer, may rest from the cares and fatigues of the day and spend an evening in the quiet enjoyment of amusements which equally please the eye and delight the ear, confers a benefit upon humanity not to be estimated in dollars

and cents. Such a place is an escape valve in our American high pressure system of business and labor. The Adelphi Theatre is a model of its class, and the enterprise of its proprietor and manager, Mr. R. J. Lent, in providing this popular place of amusement, is deserving of great praise. The building was erected by Mr. Lent in 1875, expressly for the purpose, and is, as he intended it should be, perfect in its arragement and appointments. The building occupies 50 feet front on Summit street, with a depth of 90 feet, and is three stories in height, having a very imposing and attractive front. The audience room is 50 by 66 feet, exclusive of the stage, which is 22 by 50 feet, and is furnished with all modern appliances for shifting scenery, etc. The height from floor to ceiling is 32 feet. The dressing rooms are located under the stage, and are specially arranged for convenient access thereto. In short, the entire construction was planned with a view to making this little theatre a model of convenience and comfort. Mr. Lent is himself manager as well as proprietor, and gives his attention to the engaging of the corps, employing none but first class talent, both on the stage and in the orchestra. The daily programme shows a list of from 16 to 25 actors, selected from the best artists in the several lines of the profession. The salary list amounts to from $500 to $800 per week. An elegantly furnished sample room occupies the front of the lower floor and is fitted up in handsome style. All in all, the Adelphi is an establishment which is a credit to Toledo, and one which should be well patronized by our citizens.

JOSEPH FLEMING, Plain and Ornamental Plasterer.

Mr. Fleming has been carrying on business in Toledo since 1864, and is known as one of the best mechanics and heaviest operators in the city. His recently completed contract for plastering the Hall Block was the largest job ever done in Toledo. Some thirty plasterers were employed on it for a time in the winter. He makes a specialty of stucco and cornice work, in which he excels, and receives many orders from neighboring towns for his ornamental plaster work. Evidences of his taste and skill in this line may be found in many of the fine residences with which our city abounds, and a great variety of designs and specimens of work can be seen at his office and show-room, No. 280 Ontario street, which it will well pay any one interested to visit. (See index to advertisements.)

W. B. MILES, Carpenter and Builder.

Mr. Miles has been favorably known to many in Toledo for some years as a thoroughbred mechanic as well as an intelligent business man. He came to Toledo in 1869, and has been engaged in working at his trade and superintending work and taking contracts up to the present time. He has now the contract for doing the wood-work in the "Hotel Madison," a structure that will cost $85,000 when completed. He has a contract also with H. T. Cook, of Englewood, to the amount of $30,000 for building eight fine residences. In 1875 he built a similar number of dwellings for Mr. Cook in Englewood, besides other contracts, amounting in all to over $100,000, including the Trinity Parish building and a block of stores on the corner of Monroe street and Market Space for Maurice A. Scott, of Castleton, N. Y. Mr. Miles is still a young man, and promises to be one of the most successful builders here. He owns a nice residence situated in the before mentioned pleasant suburb, Englewood.

S. CLARKE, Marble.

At the corner of Monroe and Erie streets can be found the Mantel, Monumental and Marble Works of S. Clarke. Mr. Clarke commenced business in this city in 1858. He employs ten competent and skillful workmen, and turns out about $25,000 worth of work per annum. He has the largest establishment of the kind in the city, and deals very extensively in red, grey and blue marble of Scotch and American products, having made such arrangement as to defy competition in this line. He has a very extensive city trade, and does considerable business in Indiana, Illinois, Michigan, and through Ohio. Not a piece of work is turned out of this establishment but leads all to wonder and marvel at its

beauty and perfect workmanship. We venture to say no one will go away, after having once seen his magnificent display of work, in the least dissatisfied. We can cheerfully recommend all those who are in want of mantels, monuments, slabs, tombstones, or anything in the marble line, to bear him in mind, for with him you will find all that the most particular can ask. (See advertisement.)

MME. HIBBEN, Modiste.

In rooms 38 and 39 Hall Block may be found Madame Hibben, who is universally acknowledged by the ladies to be *au fait* in matters of dress, cloak and mantua making. Mme. Hibben came to Toledo early in 1874 and commenced business at her residence on Erie street, remaining there until her patrons became so numerous that she was obliged to seek for more commodious quarters. She accordingly secured a very attractive suit of rooms in the Hall Block and moved in the 1st of April, 1876, where it seems she could not be better fixed for receiving those needing her services. Previous to coming here she was engaged some eight years in the same business in New York, being first with Mme. Demorest a year, and having charge of her establishment at 838 Broadway. She afterwards engaged in business herself and occupied rooms at 918 Broadway, and had among her patrons some of the most fashionable, not only in New York but in many cities in distant parts of the country. This experience eminently qualifying her for the leading *modiste* in this city, ladies may feel assured that anything they may entrust to Mme. Hibben in the line of dress or cloak making will be promptly attended to, and made up with superior taste, and equal in style to that of any other Eastern establishment. She attends herself personally to fitting and cutting, and aims to avoid all unnecessary waste of material, which combined with reasonable charges for work done, cannot fail to make her place a popular one. Her rooms are accessible by elevator, and should be visited by all ladies residing or stopping in the city. (See index to advertisements.)

TAYLOR & FISK, Steam Laundry.

There is no part of a gentleman's dress so necessary to a respectable appearance as clean linen, and there is no place where such articles can be "done up" in "Troy style" with the elegance given them at a first class laundry. Even the most careful housewife is unable to "put on the polish" equal to that of the laundry "artist." The Toledo Steam Laundry, now under the management of Messrs. Taylor & Fisk, is one of the "institutions" of the city and is well deserving of its success. Opening in 1869, it has steadily grown in favor, not only with single gentlemen, but also with many families as a release from the dreaded "wash day." Work is called for and delivered in any part of the city, and when desired is done in the shortest possible time. Their facilities enable them to do all kinds of work in the best style, and especially the finer work of lace curtains and Holland Shades, which are done equal to new. They have a complete line of machinery for the business, employ a capital of $6,000, and can turn out work to the amount of about $600 a week. (See index to advertisements.)

GEO. FIELDS, Photographs and Ferreotypes.

The photographic interest of Toledo is well represented by the above named gentleman at Nos. 55 and 57 Summit street. The parlors of this establishment are spacious, being 18 feet wide by 50 feet long, splendidly furnished and adorned by exquisite specimens of this fine art, the productions of Mr. Fields. The operating-room is 18 feet by 35 feet, and affords ample facilities for turning out first-class work. The arrangements in this room for the purpose of photographing are absolutely perfect in detail, the skylight being so arranged that superior light is obtained, which is the essential material for good pictures. None but first-class pictures are allowed to go from this establishment, and his old as well as new patrons will find Mr. Fields at all hours of the day ready to attend to their wants in person. He employs a first-class operator to assist him, and takes special pains in getting good pictures of children. Having made photography a study in all its braches since 1863 Mr. Fields thinks that all styles

of faces can get pleasing pictures at this gallery. Old pictures are enlarged and copied to any size and style. For beauty, style and perfection of photography we cordially invite all to call on Mr. Fields.

OLIVER HOUSE, DONALD McDONALD, Proprietor.

Under the efficient management of Mr. McDonald, who is a very prince of caterers, the Oliver House has acquired a popularity with the traveling public that makes it a Mecca of resort for those who have once enjoyed its hospitality. Its large and well furnished rooms, one hundred in number, offer every comfort to the weary traveler, while the ample tables, supplied with the best that can be obtained in or out of market, give assurance that the wide spread reputation of the Oliver is well deserved. The house is located at the junction of Broadway and Ottawa streets, within a few minutes walk of the Union Depot, and is one of the most prominent and attractive buildings of the city. The moderate charge of $2.50 per day is a marvel, considering the accommodations afforded by the house.

JESSE SISSON & SON, Bakery.

The present firm bought out in 1872 Pepple & Sutphen. They largely increased the existing trade both in the city and the neighboring country. Their energetic efforts are crowned with the highest success. They have attained the reputation of baking the best bread and finest crackers in the city. Their sign on 311 and 313 Summit street, which calls them "The Star Bakery," is but a well deserved eulogium and no prelude. They manufacture everything in the bakery line, from the cracker up to the finest cakes, and excel in all their manufactures.

EAGLE STEAM DYE WORKS.

This firm, located on 47 Adams street, founded in 1874 by Gunther, enjoys a prosperity which cannot but be attributed to the excellent execution of all jobs, the cheapness, promptness, and invariably fair dealings of the proprietors. During the short existence of the business it not only became known all over the city, but acquired trade outside in Ohio, Indiana, Illinois and Michigan. This firm does all kinds of dying and cleaning, also as a specialty coloring of dry goods, cleaning of kid gloves, silks, millinery goods, and is worthy of liberal patronage.

J. S. PARROTT, Mill Supplies, etc.

At No. 138 St. Clair street can be found the establishment of J. S. Parrott. In July, 1874, he opened a store in this city for the purpose of dealing in portable mills, mill burrs, smut machines, hominy mills, belting and bolting cloth, and in fact everything needed in this line of trade, is carried in stock by Mr. Parrott. He is also general agent for "Empire Decorlicator" and U. S. Bran Duster, as well as being a manufacturer of middlings' purifiers, buckwheat and corn meal bolts. Previous to moving to Toledo, Mr. Parrott was engaged in manufacturing all sorts of mill machinery, gearing, and stationary engines, in Dayton, Ohio. He is also a civil and mechanical engineer, and thoroughly understands the business he is engaged in. He completed his studies for being an engineer in the Kentucky Military Institute, six miles from Frankfort, Ky. His trade extends throughout Northern Ohio, Indiana, Michigan, Iowa and Wisconsin. Mr. Parrott is ever alive to his business, is polite and attentive, as well as energetic and enterprising, hence the reason of his great success, since becoming a resident of the Corn City.

JAMES B. SMILEY, Real Estate.

Mr. Smiley was born in Monroe, Mich., on the 7th day of February, 1850, and in 1873 opened an office in Toledo, O., for the purpose of buying and selling real estate, in which business he has met with very gratifying success. He is not doing any commission business, but entirely on his own account. Gentlemanly in his manners, prompt and energetic in his business, we can conscientiously recommend him as an honest, upright man to those who wish to make any investments in real estate. His office is located in rooms 30 and 31 Chamber of Commerce, corner of Summit and Madison streets.

ST. JOHN & NORTON, Real Estate.

At No. 289 Summit street, corner of Cherry street, can be found the real estate office of the above firm. Wm. St. John was born in New York in 1826 and John G. Norton in Ohio in 1827. In 1871 they engaged in business in this city, since which they have met with very gratifying success. They are at present in receipt of an extensive trade, and are considered as No. 1 business men, ranking among the leading real estate dealers in the city. Possessing good abilities as salesmen, paying close attention to their business, prompt and energetic in their dealings, we cheerfully recommend them to any person who may need their services, as men who will attend, thoroughly, to the business in question.

HANSEN, WILLIAMS & CO., National Collecting Agency.

This organization was formed by Henry N. Hanson, Geo. W. Hollenbeck and Richard H. Williams in 1875, under the above style and name. They do a very good real estate business, but make collections their main business. H. N. Hansen was born in Copenhagen, G. W. Hollenbeck in New York and R. H. Williams in Ohio. In addition to being a member of the above firm Mr. Hansen does a large insurance business. This firm have in all probability as large a collection business as any firm in the city, and being men of enterprise, and especially adapted to the business they are engaged in, well deserve the patronage bestowed upon them by the public. Their office is in Room 23 Chamber of Commerce, Summit street.

HANNON BROS., Real Estate and Insurance.

This co-partnership was formed in 1856 by Michael and William Hannon, who are natives of Ireland, for the transaction of real estate and insurance business in all their branches. Their average yearly sales in real estate will amount to $25,000, besides doing a very large insurance business. They are genial, whole-souled men, polite and gentlemanly in their deportment, prompt and energetic in their business, and always alive to the interests and welfare of their patrons. The office of the firm is located at No. 22 Summit street, up stairs.

LOSEE BROS., Real Estate.

At No. 136 Summit street, Chamber of Commerce, can be found the office of Losee Bros., real estate dealers. This firm was organized in 1874 by Frank B., J. T. and Edwin H. Losee for the transaction of real estate business in all its branches. Their business is not confined to Toledo and vicinity, but extends anywhere that real estate is bought, sold or exchanged. Handling a large amount of Western property and doing an extensive commission business, their trade is naturally extensive, their yearly sales amounting to between $200,000 and $300,000. Keen and shrewd in their transactions, prompt and energetic in their business, honest and upright in all their dealings, we have no hesitancy in recommending these gentlemen to all who desire their services as men who will attend to any matters intrusted to their care with all the promptness the business may require.

L. W. WALDRON, Real Estate.

The subject of this sketch was born in Huron county, O., on the 11th day of March, 1849. On the first day of January, 1875, Mr. Waldron opened an office for the transactions of real estate business in all its branches. His business it not confined to Toledo alone, but all over the State, and in fact any place where real estate is sold or exchanged. Nothwithstanding the general depression of all kinds of business, but real estate particularly, during the year 1875, Mr. W. disposed of $200,000 worth of real estate, being a remarkably good year's sales. Paying close attention to the wants, and alive to the interests of his customers, and possessing good qualities as a salesman, Mr. W. is rapidly earning an enviable reputation as a real estate dealer. His office is located at No. 158 Summit street.

J. L. M'CLOUD, Real Estate.

Mr. McCloud in July, 1873, opened an office in this city for the transaction of real estate business in all its branches. During the time he has been in Toledo his sales have steadily increased, until at the present time they have reached the very handsome amount of Two Hundred Thousand Dollars ($200,000) per annum, his business comparing favorably with that of other real estate dealers. Possessing fine abilities as a salesman, always active and prompt in the pursuit of his business, courteous and polite to all who desire his services, he has earned an enviable reputation as an honorable and straightforward man, and we can recommend him to those who wish to buy or sell property, as one who will attend faithfully to the interests of his patrons. He was born in Rowe, Franklin county, Mass., on the 16th day of August, 1826. His office is in Room 21, Chamber of Commerce, corner Summit and Madison streets.

WOLCOTT BROS., Real Estate Dealers.

This co-partnership, consisting of Fred. M. and J. R. Wolcott was formed in 1873 for the transaction of real estate business in all its branches. The brothers are both natives of the State of New York. They are doing a good business, their sales averaging $150,000 per annum, their trade lying in Toledo and vicinity, and unimproved lands.

They are both wide-awake, active salesmen, and have a large experience in their business and all matters pertaining to real estate. Their office is located in Chamber of Commerce, Summit street.

THE PROFESSIONS.

It is not mere boasting when we say that the representative men of the several professions in Toledo exhibit an array and degree of talent not unworthy of the high calling to which they are devoted. This is made evident from the fact that many of them have acquired a reputation which is by no means confined to the city and neighborhood. Our lawyers have a practice in the highest courts of the land, and in many instances have been called to seats upon the bench both in our own and the higher courts. A notable case in point is that of the present Chief Justice of the United States, whose legal career was begun and continued in Toledo, until called to the highest judicial position in the country. Others of our talented lawyers have repeatedly taken seats in the halls of Congress, as well as in both branches of the State Legislature, positions which they have filled with honor to themselves and their constituents. In the medical profession our practitioners have developed a talent which has been eminently successful and beneficial both to themselves and those requiring their services. The standing of our leading physicians is unexcelled in the profession, and it is but just to say that much of the credit is due their skill and devotion for the comparative healthfulness of Toledo. The recent outbreak of small-pox and its summary suppression shows readily our physicians are equal to any emergency. There are talented practitioners in each of the several schools of medicine and surgery, and among them are a number of female M. D.'s whose reputation is equally an honor to the sex and profession. Dentistry is fully and ably repre-

sented by several individuals who have secured for themselves a large and lucrative practice. In the profession of architecture we need only point to many elegant public and private structures which are the pride of our city, and which exhibit a skill and taste in design which would reflect credit upon even more metropolitan cities. And lastly, though not least in point of credit and and appreciation of their merits, we may refer the artists as displaying a talent of their calling worthy of the highest honor, and which we are willing to believe is fully appreciated by all who love that which is beautiful in their homes.

SCRIBNER, HURD & SCRIBNER, Lawyers.

This co-partnership, consisting of C. H. Scribner, F. H. Hurd, and Harvey Scribner, was formed in January, 1875, and is one of the leading law firms in the city. C. H. Scribner was born near Norwalk, Conn., in 1826. He began the study of law with Edward Connelly, Esq., in Licking County, O., being admitted to the bar in Mt. Vernon, O., in 1848. He immediately went into partnership with Henry B. Curtis in 1850, which continued until his removal to Toledo in 1869, at which time he formed a partnership with F. H. Hurd, (now member of Congress from the Toledo District), which partnership still exists. F. H. Hurd was born in Mt. Vernon, Ohio, in 1839, in which place he studied law with his father, Judge Hurd, being admitted to the bar in 1861. The admission of H. Scribner caused the firm name to be changed to Scribner, Hurd & Scribner. The junior member of the firm, H. Scribner, Esq., was born in Mt. Vernon, O., in 1850. He began the study of law with Scribner & Hurd in Toledo in 1869, being admitted to the bar in the same place in 1872. Their office is located in Rooms 9, 10 and 11 Drummond block, Madison street. Their practice embraces many of the most important cases on the Toledo docket. They also practice in the Supreme Court, in the United States Courts, and in the courts of the several counties of the Northwest.

THOMAS DUNLAP, Lawyer.

In room 7 Chamber of Commerce, on Summit street, is located the law office of Thos. Dunlap, who was born in Schenectady, N. Y., on the 24th of June, 1819, studying for his profession with Paige & Potter of his native place, being admitted to the bar in Perrysburg, in 1841. Immediately after being admitted he opened an office in Toledo for the practice of his profession. During his residence in Toledo he has been Judge of Probate Court for one term; also has been City Solicitor and Attorney for the City of Toledo. Some two years ago Mr. Dunlap returned to the practice of law, and is rapidly acquiring a very fine practice. (See index to advertisements.)

RITCHIE, HOWE & RITCHIE, Lawyers.

The public are always attracted by sketches being placed before them of persons who have by means of indomitable perseverance and energy overcome all obstacles, and have obtained a prominence and reputation not only enviable but noteworthy. It is but eminently just and fitting that Messrs. Ritchie, Howe & Ritchie should be noticed in this manner, as gentlemen who have achieved success, and now rank high in their profession as attorneys and counsellors-at-law. Mr. Ritchie entered into an office in Lorain county, Ohio, where he diligently commenced the study of law, thereby laying the foundation of his future success. After being admitted to the bar, he immediately commenced the practice of his profession, remaining alone until 1865, when he became associated with H. E. Howe, Esq. Mr. Howe obtained his legal education in Cleveland, Ohio, and early taught himself to grapple with and thoroughly sift the knotty problems which would test his ability as a lawyer. This parnership existed until 1875, when it was further increased by the admission of B. F. Ritchie. Mr. B. F. Ritchie studied in Toledo, O., with Ritchie & Howe, being admitted to the bar in Columbus in 1874. On account of the large experience and fine legal abilities possessed by these gentlemen, they have worked up an extensive prac-

tice, extending through Toledo and the Northwest. During their residence in the city Mr. J. M. Ritchie was Police Judge two years, and at the present time Mr. Howe is filling that arduous position with honor and dignity. Their office is located in rooms 3 and 5 Lenk's Block, corner of Summit and Monroe streets.

OSBORN & SWAYNE, Lawyers.

The senior member of this firm, John R. Osborn, Esq., was born in Circleville, O., on the 1st day of April, 1813. He received his classical education at the Ohio University and his legal instructions from Professor Mayes, of Lexington, Ky., afterwards attending the Cincinnati Law School, being admitted to the bar in Jackson county, O., in 1835. From that time until 1854 he practiced law in Norwalk, O. Moving to Toledo in 1855, from that time until 1860 he was the attorney and agent for the T., W. & W. R. R. Co. Resuming his general practice in 1860, he remained until 1870, when he formed a partnership with Wager Swayne, Esq., which partnership still exists. Wager Swayne was born on the 10th of November, 1834. Commencing his studies with Noah H. Swayne (now Associate Chief Justice of the Supreme Court of the United States), in Columbus, O., and graduating from the Cincinnati Law School, was admitted to the bar in 1859. In 1870 he formed a partnership with J. R. Osborn under the firm name of Osborn & Swayne, which was further increased in 1875 by the admission of N. H. Swayne, jr., and Frank B. Swayne, the firm still retaining its original name. During our late rebellion W. Swayne served with honor and distinction, being rapidly promoted for gallantry and meritorious conduct from one rank to another until being disabled by a wound, he retired from the field with the rank of General. N. H. Swayne, jr., was born on the 30th of November, 1847. Studying for his profession in Washington, D. C., with Attorney-General Ackerman, he was admitted to the bar in that city on the 7th of June, 1873, and in Ohio in the same year. Frank B. Swayne was born in Columbus, O., on the 8th of June, 1850. Studying with Osborn & Swayne in Toledo, and Nathaniel Wilson, of Washington, D. C., he was admitted to the bar in Columbus, O., in May, 1874, and in Washington, D. C., by the District Court, in June, 1874. In August, 1875, he was appointed Assistant District Attorney for the Northern District of Ohio, which office he still holds. The practice of this firm embraces many of the most important cases on the Toledo docket, and before the court and jury they rank among the first of the Toledo bar. Possessing large experience and fine legal abilities, these gentlemen have worked up an extensive practice. Their office is located in room 12 Drummond Block, Madison street.

LEE, BROWN & HUESTON, Lawyers.

The partnership of Messrs. Lee & Brown was organized in June, 1869, by J. C. Lee and Jas. M. Brown. Mr. Lee was born in Ohio, and studying law with R. G. Pennington, of Tiffin, O., was admitted in Lebanon, O., July 6th, 1852. Commencing his profession, he remained in practice until 1861, when he became Major of the 55th Ohio Vol. Inf., and became actively engaged in our late civil war. Subsequently being promoted to the rank of Colonel, remaining in the service for two years, he resigned on account of ill health and death in his family. In 1867 he was elected Lieutenant-Governor of Ohio, and re-elected to the same office in 1869, during which year he moved to Toledo and became associated with Mr. Brown. Mr. Lee has also held several civic offices of honor and trust. Mr. Brown was born in Ohio, receiving his legal instructions from J. C. Lee, Esq., being admitted to the bar in 1860. Moving then to Lima, O., he remained in practice there until 1869, when he removed to Toledo and became associated with Mr. Lee under the firm name of Lee & Brown. The junior member of this firm, Jas. M. Hueston, was born in Ohio, Dec. 9th, 1848. Receiving his legal studies at the Michigan University, in Ann Arbor, he was admitted to the bar in Toledo in 1871. Previous to going to Ann Arbor he studied with Messrs. Lee & Brown, of which firm he became a member in 1873 under the firm name of Lee, Brown & Hueston. Possessing the confidence of the public, they are in receipt of an extensive and growing practice. Their office is in rooms 5, 6 and 7 Hall Block, St. Clair street.

J. M. ASHLEY, Lawyer and Editor.

In Room 4, Fort Industry Block, on the corner of Summit and Monroe streets, can be found the law office of James M. Ashley, Esq. Mr. Ashley was born in Allegheny county, Pa., on the 14th of November, 1824. He began his legal studies with C. O. Tracy, Esq., at Portsmouth, O., in 1846, and was admitted to the bar in 1849. He did not long continue in the practice of his profession, but turned his attention to journalism, in which he was actively engaged until 1851, when he removed to this city. In 1858 he was elected Congressman from the then Fifth Congressional District, which position he filled for ten consecutive years. He was also appointed Governor of Montana by President Grant in 1869. These important positions were filled by Gov. Ashley with honor and dignity. In 1872 he resumed the practice of law in Toledo, in which he makes a specialty of patent cases.

BISSELL & GORRILL, Lawyers.

The senior member of this firm, Edward Bissell, Esq., is probably one of the oldest and most experienced practitioners of the city. The co-partnership at the present time consists of E. Bissell, John H. Doyle, A. W. Gleason, Irwin I. Millard, Wesley S. Thurston, and Richard M. McKee. Besides doing an extensive and general law business these gentlemen also compose a firm known under the name of Bissell, Gleason & Co., who do a large business in tracing chains of title to real estate, they having the only complete set of abstract books in the city. These gentlemen, having a large experience in law and real estate matters, are enabled by the aid of the perfect set of books they possess to aid any person to obtain a perfect title to his or her property, and also any defect in the title will be shown. These gentlemen are prompt, energetic and active business men, and any business intrusted to their care will be transacted with all the promptness it may require. The office of the firm is at No. 152 Summit street, over the First National Bank building.

MAJ. GEN. CHAS. W. HILL, Lawyer.

His parents were of the early New England stock—father of New Hampshire, mother of Connecticut, and he a native of Starksboro, Vt. The family settled in Northeastern Ohio in 1820. There were four sons and four daughters brought up on a farm. Of the former the subject of this sketch was the youngest, and is the only survivor; of the latter, all survive. He took up his residence in Toledo April 1st, 1836, was admitted to the bar of the Supreme Court of Ohio in June, 1839, and became a partner in the firm of Tilden & Hill with Judge Tilden, now of Cincinnati, in October, 1839, and continued in that—in Tilden, Hill & Bennett, Hill & Bennett, Hill, Bennett & Perigo, Hill & Perigo, Hill, Perigo & Pratt, and Hill & Pratt—until his son, Avery S. Hill, became associated in practice with him in 1870. From June 15, 1861, to July 10, 1865, Gen. Hill was in the military service. He was breveted a major-general by the United States for meritorious service March 13, 1865. His law practice was heavy, and with a fair average of success with the best of the local bar. He served eleven years in the City Council before 1861; has been a Member of the Board of Education of Toledo continuously since May 12, 1851, and nineteen years, by annual elections, President of the Board, which position he now holds, as has often been the case, by the unanimous and unsolicited votes of all of the other members. Since August, 1864, he has been in poor health, from the severity of his prior military duties, and has been unable to perform the hard labors of his profession.

A. H. McVEY, Attorney and Author,

Was born April 28th, 1843, in Fayette county, O. Commencing his studies with Judge Briggs, of Washington, O., and completing them in the Law School of Cincinnati University, he was admitted to the bar in Cincinnati in March, 1868. He is also a classical graduate of the Ohio Wesleyan University. His practice is not confined to the city alone, but extends to the United States Circuit and Dis-

trict Courts, and Common Pleas Courts of Lucas county, O. Outside of his legal profession Mr. McVey has obtained an enviable reputation as an author, his works being considered by legal authority as standard editions. He has published "Ohio Digests," which take high rank, the work in its compilation showing legal acumen and deep research. He has now in press "Digest of New York Court of Appeals." At the present time he is engaged on a work entitled "Christianity Before the Law." Personally of fine, commanding appearance, courteous and gentlemanly to all, legally a lawyer of good standing, he is in possession of a constantly growing and lucrative practice. His office is located in rooms 9 and 10 Hartford Block, Toledo, Ohio.

CHAS. L. RHOADES, Lawyer, Room No. 1 Hartford Block.

Chas. L. Rhoades was born in the State of New York on the 13th day of May, 1849. Commencing his legal education in New York in the spring of 1870, removing to Toledo in the fall of the same year, he completed his studies with Haynes & Price, being admitted to the bar at Columbus, O., on the 15th day of May, 1872. He immediately formed a partnership with his brother-in-law, E. H. Rhoades, under the firm name of E. H. & C. L. Rhoades, remaining in the firm for three years, when it was dissolved. Since which he has practiced alone, succeeding by diligence and faithful industry in obtaining a good and remunerate practice. In his profession he makes a specialty of Insurance Law, in pursuit of which he has met with very gratifying results. In insurance law he has and receives complete reports of all decided cases in England, Ireland, Scotland, Canada; in the Federal Courts of the United States and Supreme Courts of all the States.

JOSHUA R. SENEY, Lawyer and Ex-Judge,

Was born in Tiffin, O., on the 30th day of March, 1839. Studied in Tiffin, O., with Judge Pillars, being admitted to the bar in 1862. He practiced law until 1868, when he formed a partnership with R. C. Lemmon, now Judge of the Court of Common Pleas, which partnership existed until 1871, when it was dissolved, Mr. Seney being elected to the office of Judge of the Court of Common Pleas for the Fourth Judicial District of Ohio, which position he retained until May, 1871, when he resigned and returned to the practice of his profession. His office is at No. 7 Drummond Block, Madison street, Toledo, Ohio.

A. S. HILL, Lawyer.

Avery S. Hill was born in Toledo on the 6th day of December, 1846, studied law in Toledo, O., with Hill & Pratt, and at Michigan University, Ann Arbor, being admitted in Toledo, in 1869. In 1870 he became associated with his father, C. W. Hill, the firm being known as C. W. & A. S. Hill — being dissolved in 1873, on account of the withdrawal of C. W. Hill by reason of ill health. Possessing good legal ability and paying strict attention to his business, he is rapidly working up a very good legal practice. His office is in Drummond Block, Madison street.

E. P. RAYMOND, Lawyer.

Mr. Raymond was born in Adrian, Michigan, March 9, 1847. Receiving his legal education from the firm of Scribner & Hurd, of Toledo, and being a graduate of the law department of the Michigan Universite, in Ann Arbor, he was admitted to the bar in Toledo, O., in 1871. He is doing a very nice legal business, being engaged in the transaction of law business in all its branches, and on the 15th of May, 1875, he formed a co-partnership with Charles Dodge, of Toledo, Ohio, for the purpose of transacting a general law business, and is to be found at the office, Room 1, Lenk's Block, corner of Monroe and Summit streets.

ROBERT McCULLOCH, Lawyer,

Was born in Logan County, Ohio, in December, 1846. Began his studies with ex-Supreme Judge W. H. West, at Bellefontaine, O., and finished in the

law department of the Michigan University in Ann Arbor, being admitted to the bar by the Supreme Court of Ohio in 1869. He has practiced alone in his profession, and by close application and prompt attention to his profession has succeeded in obtaining a lucrative business. His office is located in Room 2, Anderson Block, near corner of Summit and Madison streets, Toledo, O.

H. P. PLATT, Lawyer,

Was born in August, 1827. Studying with Geo. H. Wyman, of Cleveland, O., he was admitted to the bar in that city in 1854. Opening an office in Toledo in 1859 he commenced the practice of his profession. Of late years he has devoted most of his time to the real estate business, buying and selling property. He is deeply interested in the completion of the Atlantic and Lake Erie Railroad, running from Pomeroy, O., to Toledo. His office is located in Room 2, Drummond Block, Madison street.

J. C. RIKE, Lawyer,

Was born in Miami County, Ohio, on the 6th day of March, 1849. He received his legal education from J. F. & S. S. McKinney, of Piqua, O., and admitted to the bar in Mount Gilead, Ohio, on the 25th day of June, 1874. Opening an office in Toledo, Ohio, in April, 1875, he at once entered upon the practice of his profession, possessed of fine legal abilities and literary acquirements, he is rapidly working up a fine practice. He attends to his profession in all its branches. and we have no hesitancy in recommending him as an honest, energetic and faithful lawyer. His office is located in Room 1, Myers' Block, corner Summit and Monroe streets.

J. T. GREER, Lawyer, No. 2 Hartford Block.

The subject of this sketch was born in Knox County, Ohio, in July, 1840. He began studies with W. H. Smith, in Mount Vernon, Ohio, and completed his legal education at the Ohio State and Union Law School of Cleveland, being admitted to the bar in that city in June, 1864. Mr. Greer is a rising lawyer, and is held in high repute by the citizens of Toledo. During his residence in the city he has filled the position of secretary to several very important institutions, which positions he filled with honor to himself and credit to the societies. He is in possession of a very fine business, lucrative and on the increase.

T. J. CORKERY, Lawyer.

Mr. Corkery was born near the city of Cork, Ireland, in November, A.D. 1847. He removed with his parents to New York State in 1848. His parents died when he was about the age of fifteen years, and from that time he has depended upon his own resources. He received his collegiate education in a Presbyterian Seminary at Komoko, Ontario. In January, 1870, he removed to Champaign County, Ohio, where he taught several terms of school, and during the same year he entered the law office of General John H. Young, Urbana, O., as a law student. In the fall of 1871 he entered the law department of the University of Michigan, graduated in 1873, and was admitted into the Ohio Bar at Urbana in the spring of the same year. Remaining in the office of Mr. Young until the following spring, he then removed to Toledo and began the practice of the law. He has good ability, is a reliable man, and has a fair practice. His office is at No. 20 Hall Block, cor. St. Clair and Jefferson streets.

B. F. MILLER, Lawyer,

Was born in Butler County, Ohio, on the 12th day of March, 1836. Studying for the law with N. C. McFarlan in Hamilton. Being admitted in Cincinnati, in April, 1859, he immediately commenced the practice of his profession, and in 1868 opened an office in Toledo, for the transaction of law business in all its branches. Possessed of good legal ability and literary acquirements, he is well worthy of the confidence and trust reposed in him by the public. His office is located in Room 2, Myers Block, cor. Summit and Monroe streets.

N. HARRINGTON, Lawyer.

Mr. Harrington was born in Paxton, Mass., on the 20th of January, 1840. Studying for his profession with J. R. Osborn, of Toledo, he was admitted to the bar of the Supreme Court at Columbus, O., in the spring of 1871. He at once commenced practicing in Toledo, forming a partnership in 1874 with Mr. Kirk, the firm existing for one year, when it was dissolved by Mr. K. moving to Mt. Vernon, Ohio. In 1873 Mr. Harrington was elected City Prosecutor, which position he still occupies and fills with credit and honor. His office is located in Room 3, Myers Block, cor. Summit and Monroe streets. On the 1st day of June, 1876, he formed a copartnership under name of Eshert & Harrington, which firm now exists, and is doing business in Toledo, No. 3 Myers Block.

E. H. RHOADES, Justice of the Peace.

The subject of this sketch was born in New York on the 13th day of February, 1843. Receiving his legal education from Benoni Lee, in Skeneateles, N. Y., his birth-place, and at Michigan University, Ann Arbor, graduating from that institution in the class of 1868. He was admitted to the bar the same year. For three years he was a partner of C. L. Rhoades, of this city, the firm name being E. H. & C. L. Rhoades. In 1875 he was elected Justice of the Peace for this city, which position he fills with credit and honor, having probably the largest business of any Justice in the city. He is also practicing his profession, having quite a large and remunerative practice. His office is located at 154 Summit street.

ALONZO A. LOTT.

This young attorney is well known to our citizens, and has the honor of being the second of his race ever admitted to the Ohio bar. He was born at Madison, Ind., in 1855, and was reared principally in this city, graduating from the Toledo Public Schools in 1874 with much credit to himself and to his friends. Mr. Lott has been a student of Williams & Kumler, and was admitted to the bar last April.

C. F. FRANCE, Lawyer.

In room No. 4 Merchants' National Bank Building, corner of Summit and Monroe streets, can be found the law office of C. F. France, Esq., who was born in Tuscarawas county, O., in 1843. Received his legal education at the Michigan University, Ann Arbor, he was admitted to the bar in Toledo in 1869. Possessed of fine literary attainments and legal ability, he bids fair to become one of the solid practitioners of the city.

JOHN F. KUMLER, Lawyer.

The subject of this sketch was born in Butler county, O., on the 27th day of January, 1843. Studying for the bar with P. H. Kumler, in Hamilton, O., and at Michigan University, Ann Arbor, he was admitted in Cincinnati in May, 1870. Immediately commencing the practice of his profession, he remained alone until 1874, when he became associated with M. J. Williams under the firm name of Williams & Kumler. He has been elected member of the City Council, and is now the president of that honorable body. Possessing fine legal ability, and of good literary attainments, he is rapidly working up a very fine business and is evidently destined to become one of the first lawyers in the city. The office of the firm is located at 150 Summit street.

C. CARPENTER, Attorney-at-Law.

Clement Carpenter has practiced law in this city five years. He is *not* one of its leading lawyers. Mr. Carpenter has been in partnership with several other individuals—George W. Humphrey and Gen. C. W. Hill; also with Hon. J. M. Ashley, a person not unknown to fame. Mr. Carpenter was born in Michigan; speaks German and French outrageously, English passably, and has his office in the basement of the German bank, No. 154 Summit street. Mr. Carpenter is the author of this notice.

DR. W. W. JONES, Physician.

Toledo owes much of her prosperity to the interest taken in all her enterprises, and the labor performed in her behalf by the gentleman whose name appears at the head of this sketch. Dr. Jones has been one of the most devoted of public servants that ever filled a public chair. Few men are so well and widely known, and a much less number are so highly esteemed for their public spirit and zeal, and their arduous efforts for the public weal. He was born at Smyrnia, New York, in the year 1819, and removed to Ohio in 1836. In May, 1845, he began the study of medicine under the instruction of Professor W. W. Pickley, at Dresden, Ohio. In 1848 he graduated with honors at the University of Buffalo. He came to Toledo to reside in 1849, and engaged in the practice of medicine, which profession he has followed continuously until the present time. He was President of the City Council from 1857 to 1858, and filled the position with credit to himself and the utmost satisfaction of all concerned. In 1871 he was elected to the office of Mayor of the city, and discharged the duties of that position with such general approval that he was re-elected in 1872 for a second term. In the latter, as in the former term, in his efforts for the benefit of public institutions and the public good generally, he left nothing undone that could be done, and retired from the office with the esteem of all who knew him, and of him. Much against his wishes, and in face of an earnest protest, he was a third time nominated for the office of Mayor, and would have been elected but for the knowledge of many of his friends, who knew of his desire to retire from the office on account of the arduous duties of his profession, and consequently cast their votes accordingly. In 1875 he was elected President of the Ohio State Medical Society, which honorable position he has filled with commendable credit and zeal, and retains at the present time. He has been a faithful, hard-working, highly esteemed public officer during his official career, and is regarded as one of the best physicians, if not the best, that the city affords. At present he is quietly engaged in the practice of his profession at his residence and office, No. 35 Jefferson street, between Summit and St. Clair streets.

DR. H. DEWEY CHAMBERLIN,

Of the firm of Doctors H. D. and C. S. Chamberlin, 315 Broadway, was born April 7, 1848, at Grand Isle, Vt., residing here till he was 18 years of age. He then moved to Ohio. He began the study of medicine at Shelby, in the same State, in 1873, with Drs. Bricker and Huss, being admitted to practice from the medical department of the University of Michigan. Dr. Chas. S. Chamberlin was born in Toledo August 30, 1854, where he has remained. He received his first instructions in his profession under Dr. Duncan in Toledo. Taking two courses of lectures at the University of Michigan he graduated. The Doctors Chamberlin have but recently opened their office, but their present success promises well for their future. Having a good knowledge of their profession they seldom fail to please, and are therefore rapidly becoming quite popular.

DR. W. T. RIDENOUR, Physician and Surgeon, No. 233 Superior street,

Was born at Hagerstown, Md., July 31, A. D. 1832, where he resided until he became twenty years of age, removing then to Wayne county, Ohio, he commenced the study of medicine under Dr. W. W. Taggert, of Wooster, and graduating in March, 1858, at the Medical College of Ohio in Cincinnati. He afterwards practiced at Easton and Smithville, O., respectively, until November, 1861, when he entered the United States army as assistant surgeon of the Twelftth Ohio Regiment. His active services gained him the promotion to surgeon of the same regiment in May, 1862. In 1863 he resigned his commission, and returning North and entered upon the duties of his profession at Wadsworth, O. In 1868 he changed his place of residence to Oberlin of the same State, where he remained till October, 1869, when he removed to Toledo, in which city he has since remained, and has succeeded in obtaining a lucrative practice and establishing a fine reputation, of which he is eminently worthy. Dr. Ridenour is an active and influential member of the present City Council, an office which he has formerly filled in each of the towns of Wadsworth and Oberlin.

H. A. ROOT, Physician and Surgeon, Corner Adams and Superior streets, Was born at Grafton, Lorain county, O., October 22, A. D., 1843. He commenced the study of his profession with Drs. Brooks and Herrick, of Cleveland. He attended the medical department of the University of Wooster, in Cleveland, from which institute he received his diploma in 1866. Dr. Root has been a resident of Toledo eight years, during which time he has been employed for the time of five years as County Physician, a position which he ably filled. The doctor rapidly established himself, and has become known as a gentleman possessing excellent medical knowledge, which is the result of having given thorough researches in the art of healing.

DR. WOODS, Physician and Surgeon,

Was born in Columbiana county, O., in 1831. When he was quite young his parents moved to Portage county, in the same State, where he aided his father to clear up a farm. The Doctor commenced the study of medicine at Randolph, in the last mentioned county, with Dr. J. Price, and was graduated at the medical department of the University of Michigan in 1855. During the rebellion Dr. Woods served three years as surgeon of the 99th and 50th Vols., respectively. In 1875 the doctor produced a new invention in surgery, which has received the endorsement of the prominent surgeons. It is a hammock splint for all fractures of the leg or thigh. He is an influential member of the profession and is prominently known.

GEO. W. BOWEN, Physician and Surgeon, No. 31 Jefferson street,

Was born in Adrian, Michigan, January 11th, A.D. 1838, in which place he resided twenty-five years. From 1858 to 1860, inclusive, he studied medicine with E. P. Andrews, M.D., of the same city, during which time he attended lectures at, and graduated from the medical department of the University of Michigan in 1860. He identified himself in the practice of medicine with his former instructor from the time of his graduating till September, 1861. Entering the service as assistant surgeon of the 4th Michigan Infantry, he served till Jan. 14, 1862; then returning North he practiced at Blissfield, Michigan, till December of the following year, at which time he again entered as assistant surgeon of the 16th Michigan Infantry. He was in due time transferred as surgeon to the 5th U. S. Cavalry, and served until the 16th of March, 1866. On the 17th of March, 1886, he returned to Adrian and resumed his practice in that city for one year, at the expiration of which time he entered Bellevue College Hospital, remaining there five months. He afterwards located in Toledo. Dr. Bowen is much respected by the community at large, by virtue of his ability as a medical practitioner, as well as his gentlemanly qualities. He served as a member of the board of health from May 1st, 1871, to January 1st, 1874.

DR. S. F. FORBES, Physician and Surgeon, 159 Superior street,

Was born at Canton, Conn., June 8th, A.D. 1829. He entered upon the study of his profession in Ulster county, N. Y., in 1845, under the instructions of Dr. S. L. Heath, graduating from the medical department of the University of the City of New York, March, 1850. Dr. Forbes came to Toledo in the fall of 1851. In official duties connected with his profession the doctor has been brought prominently before the public as City and County Physician, Health Officer and Railroad Surgeon. He also served as surgeon of the 67th Ohio Infantry during two years of the rebellion, and is at present President of the Toledo Medical Association. Dr. Forbes is a gentleman whom popular opinion places high in the profession as one of the foremost physicians and surgeons in the city. He is a researcher in the science of medicine, and as a result of close and persevering application has become the projector of a new amputation through the foot, an operation that meets with the approbation of the prominent surgeons throughout the country. His method is said to be superior to that of either Chopart or Hays, and is therefore coming rapidly into use.

DR. S. S. LUNGREN, Physician and Surgeon, 363 and 365 St. Clair Street.

Was born in York County, Pa., August 22, 1827. He studied his profession in Philadelphia with Dr. T. E. Waller, and was graduated in March, 1850, at Jefferson Medical College, and also, in 1852, at the Homeopathic Medical College of that city. The following ten years the doctor practiced medicine at Hagarstown, Md., removing to Toledo in 1860, where he has since remained, following the duties of a physician and surgeon uninterruptedly, and through severe struggles has advanced to the foremost rank in the profession.

MEINRAD OBERMILLER, Physician and Surgeon.

Prominent among the physicians and surgeons of Toledo stands Dr. Meinrad Obermiller. The doctor was born in Austria. Receiving his medical education at Gratz University, in Austria, and graduating from that institution with high honors, he immediately entered the Austrian army as assistant surgeon, where he remained for over one year, during the Austrian and Italian war which was in progress at that time. Retiring from the army, he moved to the United States in 1848 and located in Tiffin, O., where he remained until 1870, when he moved to Toledo and resumed the practice of his profession. As a surgeon, by successful operations and the management of different cases, Dr. Obermiller has obtained great prominence, and this, together with a fine reputation as a family physician, places him in the foremost rank of the medical profession. Since his residence in Toledo his reputation has extended so widely, that his practice extends through Ohio, Indiana and Michigan, causing him necessarily to be absent from home a great portion of his time. During his absence his wife, Mrs. Dr. Obermiller, an accomplished lady and skillful physician, attends to the wants of his numerous patients. Dr. Obermiller is the discoverer of many valuable and important remedies for the cure of consumption, rheumatism, diabetes, and cancer, which are meeting with gratifying success wherever applied. In his practice he makes the treatment of chronic diseases a specialty. The doctor occupies a cosy and comfortable office on the second floor of his residence, which is a very handsome four-story stone front building, located at No. 367 St. Clair street.

DR. F. JAEGER, Physician and Surgeon, 247 East Cherry street,

Was born in Wurtemburg, Germany, May 1st, A.D. 1836. In 1845 he immigrated to this country and settled in Albany, N. Y. Remaining there a short time he changed his residence to Woodville, Woodville county, O. His father being a physician made it convenient for him to pursue the same profession under his instructions, which he did by taking his first lessons with him and following a thorough course of study at the Western Reserve Medical College, Cleveland, and was graduated at the same in 1861. He began his professional duties at Woodville. Dr. Jaeger served from 1862 till 1864 in the service as assistant surgeon of the 70th Ohio Vols. Returning to Woodville, he continued the practice of medicine until the year 1872, when he moved to Toledo. The doctor stands high in the profession, and is held in good esteem by all those who know him, he being considered a fine physician.

DR. JOAB SQUIRE, Physician and Surgeon, corner Cherry and Front streets,

Was born at Florence, Erie county, O., April 24th, A.D. 1836. Commencing the study of medicine at Florence under J. B. Trembley, M. D., in 1857, he graduated three years later from the medical department of the University of Michigan. The subsequent two years were passed at Tontogany, Wood county, where he was engaged in the duties of his practice. He then entered the army as second lieutenant in the 21st Ohio Vols. At the expiration of eight months he resigned and returned home, and in a short time again enlisted as captain of Company F in the 86th Ohio Vols. Upon serving nine months, which was the full term of his enlistment, he was mustered out. He then went to Florence, where he practiced two years, moving to Toledo in 1866. Dr. Squire represented his ward in the City Council from 1868 to 1870, and was afterwards

elected Police Commissioner from 1871 to 1873; both positions being filled by him to the satisfaction of his constituents. As a physician the doctor occupies a high position in the minds of the public, having an excellent practice that is increasing with the growth of the city.

THOMAS WADDEL, Physician and Surgeon, 649 Huron Street,

Was born October 23, 1843, at Seneca, Canada West, where he resided until he became twenty-two years of age, when, in 1865, he entered upon the study of medicine under Professor S. W. Wetmore, M. D., in Buffalo, and in the medical department of the University of Buffalo. He graduated at the medical department of Wooster University, Cleveland, February 23, 1871. Upon the completion of his course he moved to Chardon, O., June 1871, where he remained two and a half years. He then came to Toledo in 1873. Although an active practitioner, the doctor pursues his studies with the greatest zeal. He is making rapid progress in establishing himself in the favor of the public. His services are considered valuable, and are frequently called into requisition.

DR. S. BAILEY, Physician and Surgeon,

Was born at Brookfield, Madison County, N. Y., May 9, 1815. Here he entered upon the study of medicine with Dr. E. S. Bailey, and graduated at the Berkshire Medical College of Pittsfield, Mass., in 1836. The doctor afterward practised in Watertown, N. Y., moving from there to Utica, N. Y., and coming to Toledo in 1859. During the Rebellion the doctor was identified with the service in the capacity of Surgeon of the Board of Enrollment for the Toledo department. During his residence in this city he has been connected for eight years with the business interests of Toledo in retailing books and stationery, under the firm name of S. Bailey & Co., and also S. Bailey & Eager, the first mentioned firm being successors to D. Anderson & Co. Dr. Bailey is one of the leading homeopathic physicians of the city, and a gentleman of merit and ability. He is the senior member of the firm of S. Bailey & Co., proprietors of the Homeopathic Pharmacy at 209 St. Clair street.

DR. SYMMES H. BERGEN, Physician and Surgeon, 375 and 378 St. Clair Street,

Was born near Princeton, New Jersey, July 15, 1826. He commenced the study of his profession at Freehold, N. J., in 1844, with his brother, Alfred Bergen, graduating at the Vermont Medical College in 1848. Commencing the practice of medicine at North Bay, Oneida county, N. Y., he remained there till 1855; since which time he has been a resident of Toledo. The doctor's ability as a medical man has manifested itself in the success that he has achieved in his practice, which now reaches to large proportions, and he is now ranked as one of the most popular physicians of Toledo. Dr. Bergen was coroner from 1859 to 1864, and has been health officer from 1869 to date. He is also prominently identified with the Toledo Mutual Life Insurance Co., having been the president of said company since its organization in 1872.

DR. H. J. HANEY, Physician and Surgeon,

Was born in Quebec, Canada, April 9, A. D. 1835, of American parents. When he was two months old his parents returned to the United States. He began the study of medicine in 1852 in Grand Rapids, Mich., under the instructions of Drs. Chas. L. Henderson and D. W. Bliss. The doctor graduated at the Charity Hospital Medical College, New Orleans, La. During 1861 he filled the office of examining surgeon for the service in the State of Michigan, for the United States. From 1861 to 1873 he practiced at Hastings, Barry county, Mich. In the last mentioned year he changed his residence to Toledo. The doctor is a physician of good capability, stands well in the profession, and in excellent repute with a large class of friends and acquaintances.

DR. ADOLPHUS SCHEBLE, Physician and Surgeon,

Was born at Ashley, Delaware county, O., A. D. 1847, beginning the study of his profession in 1867 with Dr. Jos. Watson, Monroe county, O. He was

graduated at Cleveland Homeopathic College in 1870. Dr. Scheble has since practiced in Toledo, having succeeded in establishing a good practice he has become favorably known as a competent physician, and one held in good repute by all.

DR. W. C. CHAPMAN, Physician and Surgeon, 341 Adams street,

Was born in Cincinnati, August 15, A. D. 1840. He entered upon the study of his profession under the instructions of Drs. W. H. Mussey and W. Blendenin, in 1861, and was graduated at the Miami Medical College, in Cincinnati, in 1869. While pursuing his studies the doctor was employed in the drug business. He practiced in his native city till 1873, when he removed to Toledo, where he has since remained, identifying himself with its progress.

WM. CHERRY, Physician and Surgeon, No. 64 Cherry street,

Was born in Upper Canada, and began the study of medicine at McGill College, Montreal, where he graduated in 1869, and commenced the practice of his profession in 1870 in Toledo.

DR. GUILLEMOT, Physician and Surgeon, Office 73 Cherry street,

Was born in the city of New York, A.D. 1849, where he resided till he became eight years of age, then moving with his parents to Montreal, Canada, where he attended St. Mary's College during seven years. In 1871 he began his medical studies at the Victoria Medical University in the same city. The Cobourg Medical College, of Cobourg, Ca., being a higher department of the University, he was in due time advanced to this institution, from which he was graduated in 1875. He opened an office at St. Lin, Ca., where he remained three months, afterwards moving to Toledo. Although in this city but a comparatively short time, the doctor has become so favorably known as to be accounted a promising physician of Toledo, which is a flattering testimonial from the community of his excellent capacities that adapt him for the profession.

DR. LEWIS H. BODMAN, Physician and Surgeon, Cherry street, corner of Erie street,

Was born at Williamsburgh, Mass., April 29th, A.D. 1840. He studied medicine with Dr. Daniel Thompson in 1857, at Northampton, Mass. Graduating at the New York College of Physicians in the class of '63, he located in Toledo in August of the same year. He is considered one of the prominent physicians and surgeons of Toledo. His professional qualities have enabled him to acquire a practice which is conclusive testimony of the good will bestowed upon him by the public.

DR. W. H. LOGAN, Physician and Surgeon, 307 Superior Street,

Was born east of Boston, Mass., March 14, 1828. Resided in Boston and vicinity for a considerable portion of his life. From 1853 to 1857 resided in Shelburne Falls, Mass., attending the Shelburne Falls Academy, after which he returned to Boston and commenced the study of medicine with his brother, S. M. Logan, M. D., Professor of Surgery in the N. E. F. Medical College. After spending several years in the Boston Hospitals and at College, he graduated at Harvard Medical College March 4, 1869, and immediately joined the Massachusetts Medical Society, and opened an office in Boston, at 50 Chambers street. Moved West in 1870, and in 1872 came to Toledo. Doctor Logan has a fine practice, which is rapidly on the increase. He is still a student, devoting much of his time to the study of medicine, and is known as a physician of ability, being naturally adapted for his profession, and graduating from one of the highest colleges in the country, renders him a prominent family advisor.

Dr. CYRUS A. KIRKLEY, Physician and Surgeon, 168 Washington Street,

Was born at Somerford, Madison County, O., March 15, 1845. He commenced the study of medicine at Mechanicsburg, in 1864, with Dr. J. H. Clark, also Dr. J. W. Hamilton, in Columbus, while attending lectures at the Starling Medical College, at which institution he was graduated in 1868. Immediately removing to Toledo, he began the practice of his profession, where he has since remained.

DR. JOHN B. WILFORD, Physician, No. 142 St. Clair street,

Was born in Batavia, Genesee county, N. Y., March 26th, A.D. 1833. Twenty years later he began the study of medicine in Philadelphia with Prof. James Dowcette, M.D., and graduated from the University of Pennsylvania in 1856. Commencing at once the practice of the profession in the same city, he continued there eight years, when he moved to Chicago, and remained there till he changed his residence to Toledo in 1873. Since his removal here the doctor has become quite popular, having an excellent run of custom and doing a fine business, making a specialty of chronic diseases and curing opium eating, in which he invariably gives relief and satisfaction to his patients. The doctor's experience enabled him to invent what he terms a "fluid electricity," for external use, that is the wonder of the age; also a perfect antidote or substitute for opium. The merits of the medicines invented by the doctor have been tested and are admitted to possess great curative powers. The invention of these has required deep thought, and which the doctor does not fail to use in connection with his ability in his practice.

A. B. BACON, Architect, Chamber of Commerce Block,

Was born at Hamilton, Madison county, N. Y., November 1, A. D. 1837. After a preparatory course he commenced with Mr. A. J. Lathrop, in 1866, in Utica, N. Y., with whom he remained five years. Subsequently he became a draughtsman with Mr. G. H. Meachan, in Boston, Mass. In the latter city he had ample facilities for training himself to become highly conversant with the difficult principles of his profession. Mr. Bacon removed to Toledo in April, 1873, where he has attained an eminent position as an architect by virtue of the utility of his mind in devising and drawing plans. He is well known in Toledo and surrounding towns, where may be seen his architectural productions in the embodiment of superior order of buildings.

ROMEO BERRA, Fresco Artist.

This gentleman, who is the leading fresco artist in Toledo, is a native of Italy, and studied his profession at Milan. Having become sufficiently experienced in his business he moved to France, where he remained, engaged in his chosen vocation until 1867, when he removed to the United States, locating in Buffalo. Previous to his departure from France Mr. Berra, in 1865, became a member of the Imperial Society of Artists in Paris. The finest specimens of his work in Buffalo are said to be the Christian Church, the Columbus Hall at Dunkirk, Casey's Opera House at Auburn, and Opera Houses at Syracuse and Poughkeepsie. Mr. Berra also finished some elegant work in the oil regions, such as decorating churches, halls, etc. In 1874, at the instance of F. Prentice, Esq., he moved to Toledo. Since being a resident of the Corn City, Mr. Berra has done some fresco and ornamental painting, that in point of style, beauty of finish, and elegance in design, is not surpassed in the country. Among the best specimens of his work in Toledo may be mentioned the residences of F. Prentice, Esq., Wm. Roff, Hon. E. D. Potter, S. H. Keeler, Dennis Coghlin, and the Ursuline Convent. So much has been said by the journals of the city in regard to the artistic work done by Mr. Berra that it would be superfluous for us to add anything thereto. He makes original plans for decorations to order, and all kinds of scenic painting. He has no superior as a fresco artist, and is a thorough gentleman socially as well as professionally. He occupies Rooms 51 and 52 Hall Block. (See index to advertisement.)

E. O. FALLIS, Architect.

Mr. Fallis is the junior by some years of the other members of his profession in the city, and may be said to be essentially Toledo bred, having chiefly pursued his studies here, and previous to opening business for himself was known as an accomplished draughtsman for some time in the office of C. C. Miller. Upon the removal of Mr. Miller to Chicago, after the great fire, in October, 1871, he took the office, succeeding to Mr. Miller's business, and has since been

steadily laying the foundation of a very promising professional career. Mr. Fallis has evinced a fine natural taste for designing and elaborating details, which has already given him a high place among the profession. His work has usually been of a superior character, both in conception and style of execution. Notably among his more recent productions should be mentioned the plans and design for a new Board of Trade Building, proposed to be erected by Calvin Bronson, on the corner of Summit and Adams streets, extending to Water street. The design is in the Italian Renaisance style of architecture, and was adopted by Mr. Bronson as the plan to be used in case the building is erected. The drawing showing front and side elevations in prospective, has attracted much attention and been generally admired as truly a work of art, and exhibiting talent of no ordinary degree. Among prominent citizens of Toledo who have erected residences under Mr. Fallis' plans and supervision may be named Asa L. Backus, D. Curtis, Robert Barnes, C. W. Bond, and Geo. Milburn, a fine store for C. Bronson, 118 Summit street, and he has now in course of construction a handsome residence in East Toledo for Mr. A. Chezebrough. Mr. Fallis removed the 1st of May from rooms which he had been occupying in the First National Bank building, and took possession of his present spacious quarters, rooms 51 and 52 Hall Block, which are easily reached by the passenger elevator, and where he will usually be found ready to give attention to all who may take occasion to call upon him. (See index to advertisements.)

J. E. MOREHOUSE, Architect.

The subject of this sketch enjoys the enviable reputation of being one of the most thoroughly skilled architects in the great Northwest. He has attained an eminence of which any artist in his line may well feel proud, and which is deserving of special mention. He was born at Manlius, Onondaga county, New York, in the year 1833. In 1856 he began a study of his profession under the tutorship of Mr. C. C. Miller, a gentleman of the highest order of the abilities requisite for a first-class architect. He was with Mr. Miller at St. Louis, Mo., until 1862, at Chicago from 1864 to 1865, and at Norwalk, O., during the year 1866, and at Toledo from 1867 till 1875. In 1872 he was appointed Government architect for the Northern District of Ohio, which position he has always filled with great credit to himself and satisfaction to the Government. He still holds the office, and is looked upon by the ablest judges of all kinds of architecture as having few, if any, superiors in his profession in the country. His office may be found at 99 Summit street, where specimens of his work can be seen, and his services secured by parties who may have occasion, to desire those of one of the best architects that the country affords. (See index to advertisements.)

W. H. MACHEN, Artist.

This gentlemen is a native of Holland, in which country he spent his earlier years, and studied his favorite art there, previous to coming to the United States, in 1847, and locating soon after in Toledo. Not until 1858 did he devote himself entirely to his profession, when he opened a studio here and commenced laying the foundation of a reputation which has extended to Eastern cities many times the size of Toledo. While he has painted portraits, landscapes, and many historical subjects with success he has seemed to develop a special talent and taste for painting dead game, and in this respect has entirely gained the hearts not only of American sportsmen, but of art critics and persons of taste in such matters wherever his work has been seen. The delicacy and truth of coloring, the strength of style, and finish of execution so evident in his treatment of these subjects are indeed remarkable, and will so impress every one who may visit his studio. The delineations of wild duck, partridges, grouse, trout, etc., are so completely natural that it is difficult not to believe that they are braces of the real animals suspended before one's vision. Mr. Machen has kept very quietly at work, taking little or no pains to bring the character of his work into notice at home, and comparatively few in his own town realize the high degree of merit attaching to it. Neither has he been dependent on Toledo patronage, as his best orders have been received from cities like New York, Philadelphia

and Baltimore, where his work is becoming more and more known. His studio has lately been removed to the new Hall Block, occupying room 49, a spacious, well lighted apartment, and is a most attractive place to visit. (See index to advertisements.

GIBBS & MOSER, Architects.

These gentlemen have a very valuable invention of their own, termed "a cold air duct," for furnishing pure air in buildings. It is a capital thing and works like a charm. By the means of its use all the impure air of poorly ventilated rooms, over-heated apartments, and sick rooms, can be carried off and rendered perfectly pure, without the slightest inconvenience attending it. As artists of architecture they are both widely and favorably known. They employ four talented draughtsmen constantly, who are at the last round of the ladder of their profession. Mr. Moser was formerly from Columbus. Mr. Gibbs was formerly from Cleveland. These gentlemen are both perfectly well versed in all styles of architecture, and are too well known to need commendation.

E. HEFFRON, Surgeon Dentist.

Dr. Heffron has been in Toledo about three years, and is known as one of the most skillful practitioners in the city, and we take pleasure in calling attention to his professional standing. He commenced the practice of dentistry in March, 1849, in the town of Tully in the State of New York, having first studied with Dr. S. T. Lay of that place, one of the leading dentists of that time in the State. Dr. Heffron soon after removed and located in Fulton, Oswego county, where for 25 years he devoted himself assiduously to the study and practice of his profession, acquiring there a high reputation. Although in possession of a good practice, he decided to look for a wider field, and in 1873 was attracted to Toledo, where he decided to locate. He opened his present office the 1st of January, 1874, on the corner of Summit and Cherry streets, and held himself in readiness to attend to whatever business might come to him. That he did not receive much encouragement at first will be evident when we state that the first six months all the work he did amounted to less than $75, and in the next half year to only about $350, but with the opening of the year 1875 his business commenced rapidly to improve, amounting at the close of the year to nearly $2,000, and he finds himself now in receipt of a constantly growing practice, extending out of Toledo and to many towns adjacent. His success is largely due, no doubt, to his thorough knowledge of his profession, gained by some 28 years' experience and the superior work which he is enabled to send out. Of a genial and social nature, he attracts all who come in contact with him, while a splendid physique gives him the requisite nerve and endurance for successfully performing the many delicate operations incident to the practice. He also takes special care to have the best instruments to be attained, and looking to the comfort of his patients has furnished his operating room with one of Morrison's Dental Chairs, which is a marvel of mechanical ingenuity, strength and beauty, being made entirely of bronze and nickel-plated steel, and readily adjusted to any position desired. Both as an operative and mechanical dentist, Dr. Heffron has few superiors, and the celerity with which he will relieve a sufferer from a troublesome molar is truly wonderful, as many can testify. (See index to advertisements.)

DR. E. D. SCHEBLE, Dentist, 142 St. Clair street,

Was born at Ashley, Delaware county, O., A.D. 1853. In about three years his parents moved to Mansfield, in the same State. In 1871 he began the study of dentistry with Dr. T. G. Bristor, and in proper time graduated at the Philadelphia Dental College in 1874. He then became a practitioner in Delaware county during two years afterwards, changing to Toledo in 1875. Dr. Scheble is a young man of excellent ability for his profession, and having a superior foundation afforded by the advantages of a thorough preparatory dental course, will, in all likelihood, become a dentist of high standing. He at present enjoys the confidence of a large patronage, which is rapidly on the increase in numbers.

DR. S. C. TAYLOR, Dentist, 187 Summit street, corner Adams,

Was born at Halifax, Dauphin county, Pa., A. D. 1835. He began the study of dentistry in 1854 with Dr. H. H. Martin, at Jersey Shore, Pa., and received his diploma at the Ohio College of Dental Surgery in Cincinnati. He thereupon moved to Bloomfield, Perry county, of the same State, where he resided till 1859, then removing to Monroe, Mich., where he remained till 1866, when he came to Toledo. The doctor has given his special attention to his profession up to the present time.

C. H. HARROUN, Dentist,

Was born in the town of Darien, Genessee county, State of New York, in the year of our Lord 1829, July 17th; moved with his parents to Ohio, Lucas county, in the year 1835, locating in the village of Sylvania; commenced the study of general medicine in 1849 with Dr. H. E. Bailey, now of Santa Cruz, California. After pursuing studies for two years commenced the special practice of dentistry, which he has continued ever since; most of the time in Toledo since 1853, receiving the honors of D. S., Dental Surgery from the Ohio College of Dental Surgery in 1866.

DR. J. M. PORTER, Dentist,

Was born in Western Pennsylvania in January, A. D. 1849. He pursued his study of dentistry under Dr. J. F. Barclay, of Columbiana, O., and graduated from the Ohio College of Dental Surgery in Cincinnati, in March, 1870. He then practiced at Massillon, O., five years, coming to Toledo in 1875. The prominent dental firm of Harroun & Porter was formed in March 1875. Both of these gentlemen are conversant with all the difficult details pertaining to the profession, always producing and executing work to the utmost satisfaction of those of fastidious tastes; they therefore do not fail of having an excellent custom that gives them the reputation of being in the front rank of the profession.

DR. H. KENYON, Dentist, Office corner of Summit and Monroe streets,

Was born in Harrison county, O., in 1827. When he was four years of age his parents moved into Richland county, where he resided till he became 25 years of age, when he commenced the study of dentistry with Dr. Shaw in Fremont, in 1861, and continued through 1863. Commencing as a practitioner in Maumee City, he soon became popular and established a large custom, that rapidly increased as his name became known. The fatiguing duties attending a heavy business in dentistry proved too much for the physical strength of the doctor. He was overtaken with a severe sickness and compelled to give up his practice for a time. Dr. Kenyon came to Toledo in 1875, where he is again becoming known as an adept in the profession as an operative dentist, a reputation that is not misplaced.

C. O. THOMPSON, Artist.

Among the many establishments which we are reviewing in the city of Toledo, we find none that deserves more attention than that of the above named gentleman. This establishment is located at No. 247 Summit street, up stairs, two large and spacious rooms being used by Mr. Thompson. He first became engaged in business in Toledo in 1873, in connection with W. E. McKecknie, this partnership being dissolved in 1874. Mr. Thompson began the study of his profession in Wellsborough, Pa., and finishing at the National Academy of Design in New York, removing to Toledo in 1873, since which time he has been actively engaged in his profession. His business extends to all the neighboring cities. As to the work executed by this artist, it has to be seen to be appreciated. Words will not convey to the mind of any person the skill and perfection of his works of art. He has for his portraits, caricatures, and cartoons, received laudatory testimonials from some of the highest dignitaries in the land, among whom may be mentioned the poet John G. Saxe, Governor Allen, Chief Justice Waite, and numerous others. (See index to advertisements.)

THE TOLEDO EXPRESS, German Newspaper, Daily and Weekly, Joseph Bender, Proprietor, 150 Summit street.

The Toledo Express, which is the only German publication in the city, was started January 1, 1854, under the name of "Ohio Staatszeitung," by Messrs. Marx and Hauschild, as a weekly paper. Mr. Hauschild took the editorial management and succeeded in building up a flourishing business. On Mr. Hauschild's retirement the Marx Brothers took the paper in their own hands, and ran it as a weekly until the latter part of 1856, when a small daily was started, with Mr. Julius Vortriede, the present editor, as editor. At the time of the starting of the daily the name was changed from the Ohio Staatszeitung to the Toledo Express. The daily proved only short-lived, and after a brief career of a year its publication was stopped, the Weekly Express still being published. In 1860, Mr. Joseph Marx having previously purchased the interest of his two brothers, went into a corporation, with the paper and job office, under the name of the Toledo Commercial Company. The Express was published by this company until March, 1866, when it was sold to the present proprietor, Mr. Joseph Bender. During the next five years attention was paid exclusively to the weekly, and a large circulation was obtained. In 1871 the daily was started again, with Mr. Julius Vortriede as editor. Two years ago the Express was moved into its present quarters, No. 150 Summit street, the old Blade building, where it is furnished with a newspaper press and two job presses, on which German and English job printing is done.

In politics the Express was at first liberal in its views, espousing neither cause. In 1856 it supported Fremont, the Republican nominee. Since that time it has been a strict Republican paper, and now does a great good to the party among its German readers.

THE TOLEDO SUNDAY JOURNAL, Newspaper, Weekly, with four editions: Saturday Evening, Midnight Saturday, Sunday Morning, Monday Morning. Sherwood & Canfield, 79 St. Clair street.

The history of the Sunday Journal goes back to some time in 1868. P. H. Bateson started the Toledo Journal, which he made a weekly paper, and which he continued until 1870, when the proprietorship became Bateson & Manor. However, previous to 1870, the paper was issued tri-weekly for a short time. In 1871 H. S. Chapin purchased an interest in the paper, and the firm became P. H. Bateson & Co., and the paper was made a Sunday paper. In 1873 Mr. Bateson sold his interest to H. S. Chapin, who conducted it alone until May, 1874, when Mrs. S. R. L. Williams, now publisher of the Ballot Box, went into the concern, the firm becoming H. S. Chapin & Co. Mrs. Williams took charge of the Woman's Rights department, which had been established in the paper since 1870, before it was a Sunday paper. In 1875 it had acquired considerable reputation as an independent paper, as an opposer to rings and cliques, and for the vigorous defense it made of the people victimized by the City Bank failure of Kraus & Smith. In November, 1875, the Sunday Journal was sold by H. S. Chapin & Co. to I. R. Sherwood, late member of Congress for the Toledo District, and G. S. Canfield, for two years on the editorial staff of the Toledo Daily Commercial. The paper was then in eight page form, and had an actual circulation of less than 2,000 copies. Immediately Sherwood & Canfield reorganized the paper, and prepared to extend its field. It was given a fine new dress, was treated to an engraved "head," showing Toledo and its railway system, and was changed and enlarged to a nine column folio, requiring a sheet 29x43 inches. A special service was secured for Washington and Columbus, and correspondence and specials for the cities and towns of the Northwest. The woman's rights department, heretofore conducted by Mrs. Williams, was thrown out with the change of proprietors, and politically the character of the paper made independently Republican. In six months from the date of the new firm the circulation doubled. In the broadest sense, the Sunday Journal, as now conducted, is the outgrowth of the demand in Toledo and the country reached by its admirable railway system, Northwestern Ohio, Southeastern Michigan, and Northeastern Indiana for a live Sunday paper.

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Fort Industry Block, - TOLEDO, OHIO.

ASSETS (March 1st, 1876) - - - - - - - - - -	$444,760 81
CAPITAL STOCK - - - - - - - - - - - -	100,000 00
SURPLUS - - - - - - - - - - - - -	10,000 00

Organized in 1868, this Bank has been steadily growing in favor with its patrons and the public generally.

The business of the Corporation is confined *exclusively* to the receipt and care of Savings Deposits, and funds deposited in trust. No general or commercial banking business is transacted.

Deposits from FIVE CENTS upwards are received, and interest at *Six per cent.* per annum is compounded semi-annually on all sums of one dollar and upwards.

Interest is computed on the first days of January and July in each year, and, if not called for, is credited as a new deposit on those days, and draws interest itself as such.

Married women and minors can deposit in this Bank, subject only to their own order.

Parents and Guardians may here accumulate a fund for their children and wards, which shall not only be for their own use when they become of age, but that may be the basis of permanent habits of frugality and economy.

Depositors residing outside of the City may remit money by Express, P. O. Money Order, or Drafts on New York, and Bank Books will be returned to them with the deposits entered therein.

LOANS MONEY to its Depositors who may desire to build homes or remove incumbrances therefrom. The INVESTMENTS of its funds are in Government Bonds, Bonds of the City of Toledo, and Mortgages on City Property, and are of such character that Depositors are always protected. Loans on personal security are prohibited.

The Institution is open daily from 9 A.M., to 3 P.M., and from 6 to 8 o'clock on Monday and Saturday Evenings.

RICHARD MOTT,	A. E. MACOMBER,	M. D. CARRINGTON,	WM. M. REED,
President.	*Treasurer.*	*Vice-President.*	*Cashier.*

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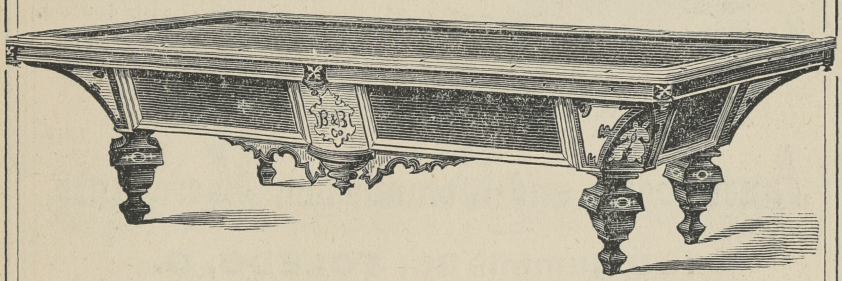

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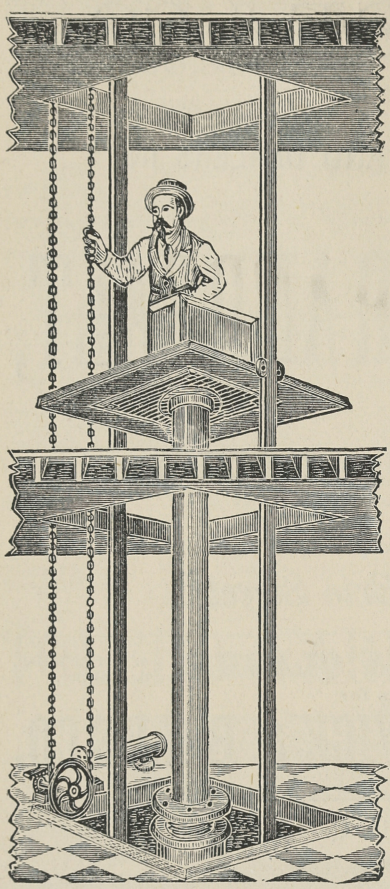

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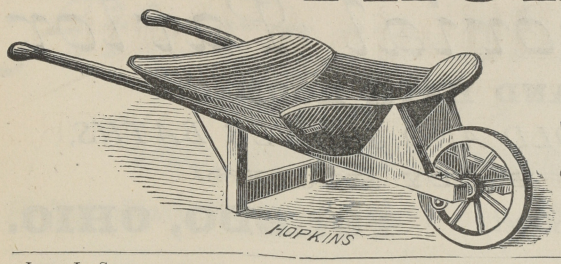

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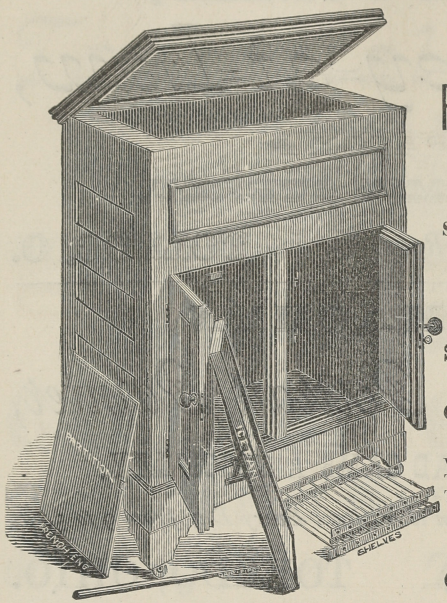

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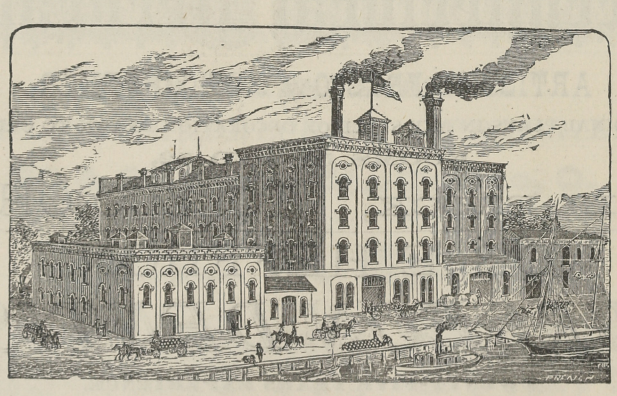

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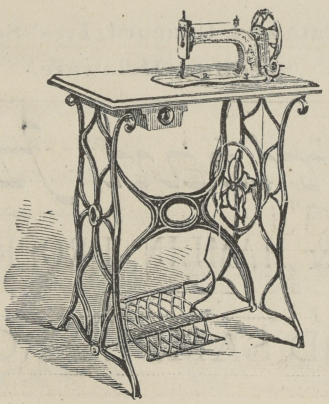

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Cor. 4th Street & Court Ave., DES MOINES, IOWA.

C. B. BROWN, PROPRIETOR.

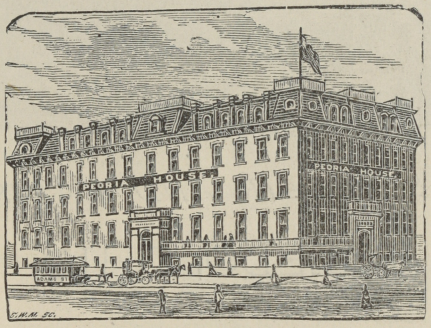
The Business Center of the City. The most Complete Hotel Building in the West.

Elegantly Furnished Sample Rooms for Commercial Travelers

EVERYTHING COMPLETE, ELEGANCE, CONVENIENCE AND MODELS OF ARTISTIC SKILL.

PEORIA HOUSE,

CHARLES H. DEANE,
PROPRIETOR.

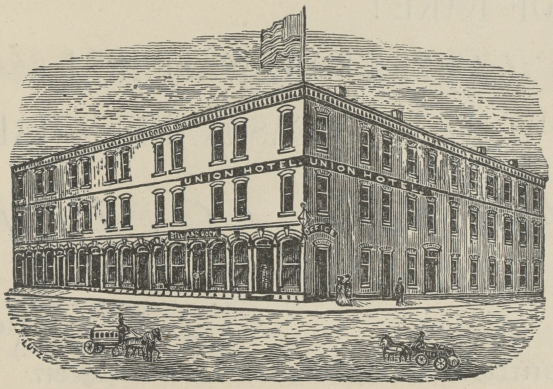


RATES:
$2, $2.50 & $3 per Day,
According to size and location of room.

East Corner Public Square, - - PEORIA, ILL.

UNION HOTEL,

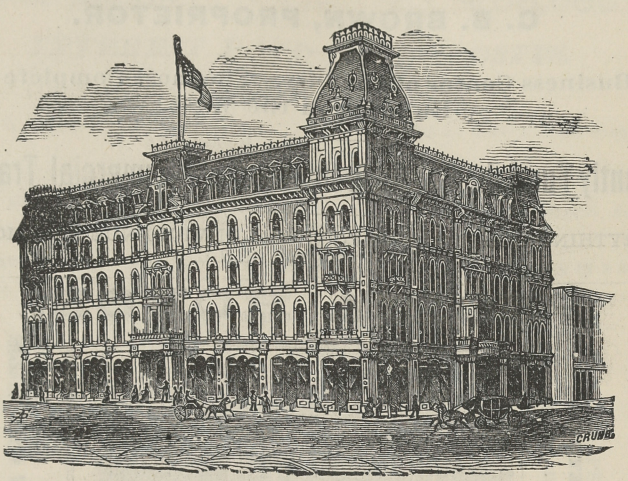
CHRIST GEYER,
PROPRIETOR,
Cor. Main & Elm Sts., BURLINGTON, IA.



Every attention paid to the accommodation and comfort of Guests. The House and Furniture are new. Baggage to and from the House free of charge. Hot and Cold Baths, and all modern conveniences.

BILLIARD ROOM ATTACHED.

BOODY HOUSE,



CORNER ST. CLAIR AND MADISON STS.,

TOLEDO, OHIO.

CENTRALLY LOCATED. EXCELLENT ACCOMMODATIONS.

BEST OF FARE!

ATTENTIVE WAITERS!

REASONABLE CHARGES!

S. GROFF & CO., Prop'rs.

H. T. WELLS,
J. E. COUDEN, } Clerks.

J. WALBRIDGE, Book-keeper.

See page 277.

Ft. Wayne & Pennsylvania

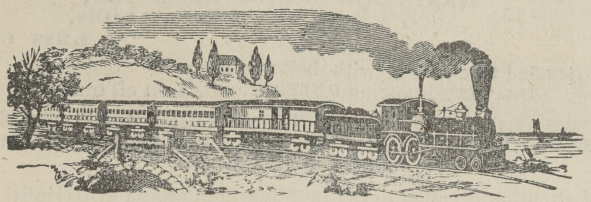
RAILROAD LINE.

TOLEDO AND MANSFIELD.

The Old Reliable Route to the East, via

Pittsburg, Washington, Baltimore, Philadelphia, New York,

And all Points of the Eastern States.



DIRECT CONNECTIONS

—ARE MADE—

AT MANSFIELD

WITH TRAINS OF THE

PITTSBURG, FORT WAYNE & CHICAGO R. R.

TO AND FROM THE EAST,

—ALSO WITH THE—

Cleveland, Columbus, Cincin'ti & Indianapolis R'y,

AT VERNON,

TO AND FROM THE SOUTH.

PALACE SLEEPING CARS EASTWARD & WESTWARD

Tickets for sale at all the principal ticket offices. In Toledo at the Boody House and at the depot, and in the offices : 65 Clark Street, Grand Pacific Hotel, Palmer House, and at the depot, Chicago.

F. R. MYERS,
Gen. Pass. & Ticket A'gt, Chicago.

J. D. LAYNG,
Gen. Manager, Pittsburg.

F. E. MYERS, Gen. Trav. Agent, Chicago.

THE

CANADA SOUTHERN

RAILWAY LINES

EXTEND FROM

TOLEDO, DETROIT, AND FAYETTE, O.,

TO

BUFFALO & NIAGARA FALLS, N. Y.

ONLY AMERICAN LINE THROUGH CANADA.

The many obnoxious features incident to other Lines running through foreign territory are avoided. No other Line between the East and West.

IS MORE DIRECT.
HAS A SMOOTHER ROAD-BED,
EASIER GRADES,
LESS CURVES.

Or is constructed throughout with better quality of Steel Rails. WAGNER DRAWING-ROOM and SLEEPING CAR on all trains.

Sunday Trains from TOLEDO and DETROIT to BUFFALO, ROCHESTER, SYRACUSE, ALBANY, ELMIRA, BINGHAMTON, NEW YORK and BOSTON, and all points East and South.

Special attention is called to the fact that the CANADA SOUTHERN RAILWAY is ☞ THE ONLY LINE ☜ running a SUNDAY NIGHT TRAIN out of Detroit and Toledo for all points South ; Buffalo and all points East ; and passengers purchasing tickets, *via* this Line, and

Leaving Toledo at 6.10 P.M. (On Sundays) Leaving Detroit at 6.55 P.M.
Arrive in New York at 7 P.M. (On Mondays) Arrive in Boston at 10.45 P.M.

12 hours in advance of all other routes.

Palatial Sleeping Coaches attached to this train running

THROUGH TO ROCHESTER WITHOUT CHANGE,

There connecting with Special New York Express of the New York Central and Hudson River R. R., with Drawing-Room Cars attached, for New York, Boston and all points East.

The Elegance and Superiority of its Passenger Equipment commend it at once to the traveling public, and being the

LAST GREAT THROUGH LINE CONSTRUCTED!

Combines all Modern Appliances for Comfort and Safety.

GIVE THE NEW ROUTE A TRIAL.

THROUGH TICKETS

Can be obtained at all offices of connecting lines and at

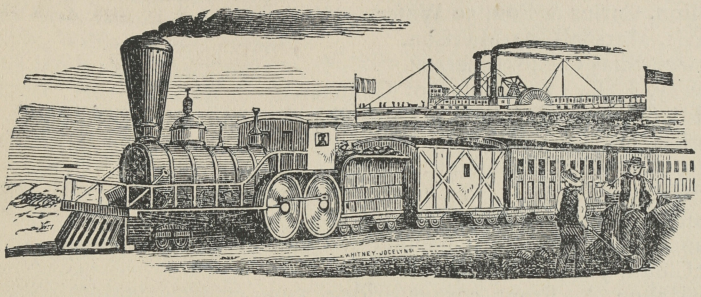
DETROIT : No. 153 Jefferson Avenue, F. P. TAYLOR, Agent ; Michigan Central Depot, F. H. CLARKE, Agent.

TOLEDO : Boody House, WM. GATES, Agent ; Union Depot, S. H. WARING, Agent.

W. K. MUIR, Gen. Manager.

C. SHEEHY, *Passenger Agent.*

FRANK E. SNOW, *Gen'l Pass. and Ticket Agent, Detroit.*



BUSINESS DIRECTORY

EMBRACING

A Classified List of all Trades, Professions and Pursuits in the City of Toledo, for the year 1876, arranged Alphabetically for each Trade, exhibiting, at a glance, the full Address and Special Business of her citizens.

Abstracts of Title.

Bissell, Gleason & Co., 152 Summit.
Lenderson & Lang, 46 Jefferson.
PEASE & COLLINS, 98 Water street, corner Madison.
Swain, C. H., 46 Chamber of Commerce.
Umsted, J. R., 11 Chamber of Commerce.

Accordeon Manufacturer.

Hausmann, Gustav, 299 Nebraska avenue.

Agents—Collection.

Hollenbeck, George W. & Co., 23 Chamber of Commerce.
GERMOND, G. B., 27 Chamber of Commerce.
McKILLOP, JOHN & CO., 20 and 21 Hall block.
McMahon, A., corner Front and Bridge.
Pomeroy, George E. & Son, 168 Summit.

Agents—Insurance.

Braun & Colton, 33 Monroe.
Brown & Dodge, 154 Summit.
Brown, T. P., 44 Summit.
Carew, John, 2 Fort Industry block.

CASTNER & HAIGH, Merchants National Bank building.
Colton, Carlos & Son, 50 Water.
Davis, Marshall, 23 Madison.
Dawes, Silas C., 46 Jefferson.
Dewey, J. T., 23 Chamber of Commerce.
Eddy & Alexander, Water, King's block.
Forbes, O. A., 154 Summit.
Gates & Molte, 52 Summit.
Griffin, Benjamin F., 30 Chamber of Commerce.
Hannon Brothers, 22 Summit.
Hansen, Henry N., 23 Chamber of Commerce.
McCloud, J. L., 158 Summit.
McMahon, A., Front, corner Bridge.
Neal, J. M. S., 17 Madison.
Parsons, John E., 6 Fort Industry block.
PEASE & COLLINS, 98 Water.
Richards, R. E., 19 Campbell block.
Richardson, Ira A., 1 King's block, Water.
Russell, John B., corner Sixth and Bridge.
Scott, Walter C., 174 Summit.
Silverstone, M., 54 Monroe.
Stahl, G. C., 80½ Adams.
Tanner, George, 180 Cherry.
Thompson, H. W., Chamber of Commerce.
Valois, E. L., 150 Summit.
Wright, T. H., 7 Gradolph block.

Agents—Real Estate.

(*See also Real Estate Dealers.*)

Auchard & Holloway, 2 Anderson block.
Barnes & Curtiss, 30 Chamber of Commerce.
Bissell, Gleason & Co., 152 Summit.
Campbell, J. H., Campbell block.
Cook, T. M., 80 Adams.
Detwiler, I. H. & Co., 78 Summit.
Hansen, Williams & Co., 23 Chamber of Commerce.
Howland, H. N., 22 Front.
KELLEY BROTHERS, 11 Chamber of Commerce.
Kirkup, A. B. & Son, corner Monroe and St. Clair.
KUMLER, FRED A., 4 Anderson block.
Gunckel, J. E., 8 Hartford block.
Losee Brothers, Chamber of Commerce.
McCLOUD, J. L., 21 Chamber of Commerce.
McMahon, Arnold, Plumey's block, Front.
Machen, H. P. S., Jr., 50 Hall block.
MACOMBER, MOORE & BARKER, 46 Summit.
Miller, John, Cook's block.
Noteman, A., 5 Bridge.

Pomeroy, George E. & Son, 168 Summit.
RAFFENSPERGER, HENRY J., 1 Myers' block.
Rawle, William, 152 Summit.
RAYMER, SEAGRAVE & CO., Merchants National Bank building.
Reed S. W., 91 Summit.
Richards, R. E., 19 Campbell block.
St. John & Norton, 289 Summit, corner Cherry.
Sigerson, William & Co., 57 Madison.
Slater Brothers, 9 Lenk block.
Stebbins, George, 8 Anderson block.
Swain, Charles H., 26 Chamber of Commerce.
Thompson, H. W., 17 Chamber of Commerce.
Tracey, Henry, Hartford block.
WALDRON, L. W., 158 Summit.
WERUM, J. H., 4 Merchants National Bank building.

Agricultural Implements.

Arbuckle & Ryan, 79 Monroe.
Clarke, P. T. & Sons, 250 Summit.
McLain & Walker, Front, between Bridge and Cherry.
Toledo Agricultural Works, Curtis, n. s.
Wiseman, P. S., 152 Superior.

Amusement—Place of.

ATLANTIC VARIETIES, C. Steinbrecher, prop'r, 20 and 22 Perry

Architects.

Bacon, Norval B., Chamber of Commerce.
Brede, H. A., Dorr, corner Division.
Fallis, E. O., 50 Hall block.
Fulton, J. A., 6 Gradolph block.
Gibbs & Moser, corner Summit and Cherry.
MOREHOUSE, J. E., 99 Summit.
Rumbaugh, M., 8 Chamber of Commerce.
Schon, Charles, 5 Lenk block.

Artists.

(*See also Photographers.*)

Berra, R., 52 Hall block.
Colton, Alpheus, 122 Madison.
MACHEN, W. H., 49 Hall block.
Mills, S. J., Campbell block.
North & Oswald, Hall block.
THOMPSON, CHARLES O., 247 Summit.
Waldo, I. V. Miss, 14 Pelton block.

Artists' Materials.

Hall & Brown, 170 Summit.

Auctioneers.

Davis, W. M., 223 Summit.
Quigley, Thomas, Michigan, near Ash.
RAFFENSPERGER, H. J., 1 Myers' block.
Sigerson, Wm. & Co., 57 Madison.
STONE, A. R. & CO., 199 Summit.

Awning and Sail Makers.

Sellers, George W., 11 Fort Industry block.
WILCOX BROTHERS, 64 and 66 Water.

Bakers.

Birkenhauer, Henry, 110 Cherry, E. T.
Bonitz, George, 309 Summit.
Buergin, Martin, Nebraska avenue, near Fifteenth.
O'Neil, Thomas, 116 Monroe.
Ritter, Frederick, 206 Cherry.
Sanzenbacher, Gottlieb, 285 S. St. Clair.
Sanzenbacher, John, 185 Erie.
Schlip, Frank, 63 St. Clair.
Sisson, J. & Son, 311 Summit.
Steuer Brothers, 259 Nebraska avenue.
Tait, George, 109 Adams.
Wolff & Kohn, 5 Indiana avenue.

Bakers.

(*Fancy and Wedding.*)

Bonitz, George, 309 Summit.
GRADOLPH, F. & BROTHER, 85 Summit.
Sisson, J. & Son, 311 Summit.
Tait, George, 109 Adams.

Bakers—Steam.

Seyfang & Schuermann, 93 and 95 Superior.
Worts, Kirk & Bigelow, 305 and 307 St. Clair.

Baking Powder.

Boos, Lindley & Co., 85 Monroe.
Day, T. S. & Co., 149 Superior.
HOFFMAN, JOHN, Fifteenth, corner Lucas.
Warren & Bidwell, 107, 109 and 111 Monroe.

Banks and Bankers.

COMMERCIAL NATIONAL BANK, Chamber of Commerce.
First National Bank of Toledo, 152 Summit.
Keeler, Holcomb & Co., 48 Monroe.
Merchants National Bank of Toledo, 44 Summit.

Northern National Bank of Toledo, 99 Summit.
RAYMER, SEAGRAVE & CO., 44 Summit, corner Monroe.
Second National Bank of Toledo, 140 Summit.
Toledo National Bank, 158 Summit.

Banks for Savings.

German Laborers' Savings and Loan Association, 154 Summit.
Merchants' and Clerks' Savings Institution, 78 Summit.
North-Western Savings Depository, 160 Summit.
TOLEDO SAVINGS BANK AND TRUST CO., 46 Summit.

Barbers.

Axel, Philip, 391 Summit.
Bowman, F., 171 Nebraska avenue.
CLOUSE, WM., Boody House.
Ducat, Isadore, 299 Summit.
Duncan, J. W., Jefferson, near Summit.
Edwards, William, Oak.
Frost, J., 96 S. St. Clair.
Gibson, J., 112 Adams.
Heindel, Ferdinand, 446 Summit.
Higdon, John T., 201 Summit.
Jackson, William, 110 St. Clair.
Jacobs, Gustav J., 16 Perry.
Jones, Thomas G., Burnett House.
Kennedy, M., St. Clair, corner Harrison.
Kramer, John, 19 St. Clair.
Langenderfer, Lewis, 165 Washington.
Lewis, H. J., 153 St. Clair.
MERRITT, WM. H., Dorr, near Hoag.
Orlman, Peter, 300 Summit.
Paine, Edward, Cherry, East Toledo.
Patterson, Andrew, 98 St. Clair.
Richards, J., 23 Perry.
Rose & Finelle, 59½ Summit.
Sanders, Aaron, St. Clair, near Harrison.
Schmidt, John, 161 Erie.
Sebolt, J. L., 36 Front.
SHAFER, J. T., Perry, corner Summit.
Talbert, David, 68 Monroe.
Waring, William L., Lagrange.
Watkins, John H., 3 Bridge.
White, Peter, Cherry, near Front.

Barrel Hoops—(Patent.)

Francis, E. H. & Co., 419 Summit.

Barrel Staves and Heading.

Skidmore & Thacher, Fourth, East Toledo.
Trowbridge, D. N. & Son, Miami, near Wilmot.

Bath Rooms.

CLOUSE, WILLIAM, Boody House.
Oliver House, Junc. Broadway and Ottawa.
Vail & Swank, Ontario, near Madison.

Bell Hangers.

Grah, William & Son, 226 Summit.
Martin, Christian, 335 St. Clair.

Belting.

Bostwick, Braun & Co., Water, foot Monroe.
Hamilton & Co., 94 Summit.

Bent Wood Work.

Brigham & Co., Water, foot of Lagrange.
KAHLO & CROWE, 258 Summit.
Warriner, Cray & Rood, 30 and 32 Summit.
White, R. G. & Co., 104 Summit.

Bill Posters.

Bills, George W., 150 Summit.

Billiard Table Manufacturers.

BENJAMIN & CLARKE, 67 Madison.

Bitters—Manufacturers.

Brand, R. & Co., 148 St. Clair.
Fontaine, L. A. & Co., 176 Summit.

Blacksmiths.

Bihn, L., 11 Oak.
Boetscher, Theodore, West Toledo.
Bohannon, Frank, cor. St. Clair and Newton.
Clark & Remelsbecker, First, near Cherry.
Cranker, Jacob, 39 St. Clair.
Curran, James G., east side Lagrange, opposite R. R. Club House.
Donavon, M., rear 284 Superior.
Edmison, W. H., Bridge, between 1st & Front.
Engel & Gates, 15th.
Frobase, W., Clark, near Wilmot.
Gifford, Lord B., 116 St. Clair.
Gogel, J., 121 Erie.
Gross, J.. Erie.
Hannes & Schmidt, 45 St. Clair.
Hatz, Sebastian, cor. Water and Locust.
Holland, Daniel, Cherry, near Water.
Ireland, Francis, 296 Erie.

Johnson, S. W., Summit, corner Elm.
Keating, E., 125 Monroe.
Kelb & Bruggemeier, Beach, near Superior.
Kelley, Daniel, Front, near Oswald.
Kemp, James, 17 Superior.
Kopf, F., Summit, corner Walnut.
Kothe, J., corner Lagrange and Michigan.
Long, Joshua W., 11 East Oak.
Kreitzer, J., corner Oak and 2d.
Mack & Moorman, Summit, corner Elm.
Merickal, N. M., corner Cherry and Utica.
Mulcahy, Thomas, 35 St. Clair.
Pate, Edward, Summit Avenue, North Toledo.
RAPPARLIE, JOHN, corner St. Clair and Williams.
Ryan, Michael, corner Adams and 10th.
Salmon, A. G., Superior, corner Lafayette.
Siebert, Fred., corner Orange and St. Clair.
Specker, Wendlen, Vine, near Water.
Stanhope, G. J., 316 Erie.
Stern, Wm. M., Oak, near First.
Sullivan, John D., 194 St. Clair.
Wenski, August, St. Clair, corner Railroad avenue.
Winters, H. J., Dorr, near Canada Southern Railroad.

Blank Book Manufacturers.

BLADE PRINTING & PAPER CO., 154 St. Clair Street.
Frey, Julius T., 35 Monroe.
Spear, Johnson & Co., 139 St. Clair.
TOLEDO COMMERCIAL, 178 Summit.
Toledo Printing & Publishing Co., 79 St. Clair.
Wade, B. F. & Co., 88 and 90 St. Clair.

Bleachers and Pressers.

Ford, A. Mrs., 59 Summit.
Hoehler, C., 117 Adams.
Millard, E. A., 99 Adams.

Blinds.

Wales Manufacturing Co., corner Superior and Swan Creek.
Nagely, J. & Co., Erie.

Boarding and Sale Stables.

(*See Livery, Boarding and Sale.*)

Boat Builders.

LACHAPELLE, A. M., Cherry Street Bridge.
Locklin, P. L., 164 Water.
Ricketts, George R., Canal, near Weigh Lock.

Boiler Makers.

Holzemer & Scheick, Huron, between Lafayette and Short.
McGregor & Nangle, 11th, corner Wabash.
Russell & Thayer, north side Water, corner Lagrange.

Bone Dealers.

Bassett, L. E., 369 St. Clair.
Toledo Glue Works, H. P. Smith, Proprietor, West Toledo.

Booksellers and Stationers.

Bailey, George, Front.
Blade Printing & Paper Co., 154 St. Clair.
Brown & Faunce, 115 Summit.
Brown, T. J. & Eager, 163 Summit.
Cameron, S. C., 221½ Summit.
Hamnett, W. C. & Co., 35 Monroe.
Hœrr, Louis, 255 Summit.
Wilbur, R. & Co., 39 Madison.

Boots and Shoes.

(*Makers and Dealers.*)

Benner, Charles, 329 Summit.
Black, L. C., 47 Summit.
Bloomfield, R., 49 Summit.
Calhoun & McMillan, 52 Monroe.
Carley, J., 335 Adams.
Dahlke, F., Front, corner Cherry.
Dorr, Charles F., 74 Cherry.
Dunbar, O., Monroe, near Wagon Works.
Gaines & Lawrance, 44 Monroe.
Goodnow, S. S. & Co., 291 Summit.
Hallauer, A., Bridge, between 4th and 5th.
Hartell, Z., Monroe, near Wagon Works.
Herrman, J., 290 Summit,
Hilt, John, 173 Cherry.
Hiller, W., 33 Jefferson.
Horton, A. B., 161 Washington.
Huberich, P. & J., 169 Hamilton.
Hudson, S. R., 325 Summit.
Kiel, C., 48 Adams.
Knapp, Anton, 484 Ontario.
Kountz, F., 72 Adams.
Kratt, F., 18 Perry.
Kummero, F., 64 South St. Clair.
Landis, J. A., 215 Summit.
Lancto, B., 15 Front.
Lenardson, E., 83 Summit.

Lentz, G., 68 Cherry.
Lundbeck, H. C., 48 Adams.
Max, Peter, 227 Cherry.
McMahon, M., Cherry, near Front.
Meinig, L., Baker, near Lagrange.
Mensing, H. R., Front, near Walnut.
Meyer, F. J., 63 Summit.
Myers, G. E., 292 Broadway.
Nettleton, S. W., 113 Summit.
Newman, J. J., 43 Summit.
Morrow Bros., Broadway, corner Railroad avenue.
Phillips, A., Dorr, near Canada Southern Railroad
Pero, D., 204 Erie.
Pinkleman, Theo., 14 Perry.
Poirier, O., Bridge, near 2d.
Redding, P., Lagrange, near Erie.
Schaefer, C., 9 St. Clair.
Sheets, G., 28 Front.
Slanski, J., 300 Cherry.
Spathelf, F., 217 Nebraska avenue.
Sugrue, M., 126 Adams.
Tule, S. G., 7 King's Block.
Van Pelt, L., 215 Summit
Wachter Bros., 149 Summit.
Wachter & Masters, 230 South St. Clair.
Warner, J., 186 Cherry.
Weber, H. G., 361 Summit.
Welch & Hall, 349 Summit.
Wells, W. J., 235 Summit.
Wetzler, F., 245 Cherry.
Whalen, C. A., 3 Indiana avenue.
Wilson, R., Washington, corner 13th.
Young, L., 97 Summit.

Boots and Shoes.

(*Wholesale.*)

Burgert & Hart, 84 and 86 Summit.
Cummings, R. & J. & Co., 120 and 122 Summit.
Fuller, Childs & Co., 112 and 114 Summit.
Taylor, Rodgers & Co., 181 and 183 St. Clair.
WRIGHT, PARSONS & CO., 80½ Summit.

Bottling Works.

CITY BOTTLING WORKS, 391 Erie, J. Schrink & Co., proprs.
Corn City Bottling Works, 368 Superior, I. Boff, proprietor.
Gillett, O., 206 Adams.
McLyman, W. H., 111 Monroe.

Box Manufacturers.

Nagely, J. & Co., Erie, (cigar boxes.)
Western Manufacturing Co., Water, corner Vine.
WILSON, GEORGE & SON., Erie, near Monroe.
Zerk & Mueller Manufacturing Co., Erie, corner Hamilton.

Brass Founders and Machinists.

Allen, C. H., 319 Summit.
Mooers, H. & Co., Water, foot of Cherry.
SMITH, JONA., 88 and 90 St. Clair.
Wolcott, Rowe & Co., 83 and 85 St. Clair.

Brewers.

Finlay, W. J., corner Summit and Elm.
GRASSER & BRAND, corner St. Clair and Williams.
Hughes' Brewery, 117 Superior.
Stephan. E. & Co., Bush, corner Champlain.
TOLEDO BREWING CO., corner Hamilton and Division.

Brick Yards.

ALLEN, JOHN, 15th, corner Nebraska avenue.
Dawo & Bro., Owen's Addition, East Toledo.
ESSING, WILLIAM F., corner Lagrange and Bancroft
Fox & Nelis, on Dayton & Michigan railroad.
Galvin, Michael C., Swan Creek, west of Lenk.
HALL, E. B., Swan Creek, corner Hamilton and Ewing.
Rooney Brothers, corner Walnut and George.
Stebbins, George, office 8 Anderson Block.

Bridge Builders.

Hamilton, T. H., 25 Indiana avenue.
Smith Bridge Co., 7 Campbell Block.
Sprague & Winters, corner St. Clair and Swan Creek.

Brokers.

Davis, W. E. & Co., Perry, corner Summit.

Broom Manufacturers.

Augspach, H. & Son., Ellenboro.

Brush Manufacturers.

Sonn & Stebbins, Water, near Adams.

Buggies and Wagons.

(*See Wagons and Carriages.*)

Builders and Contractors.

(See Carpenters and Builders.)

BOICE, R. V., corner Monroe and 23d.
Brukseker, H. E., 26 Chamber of Commerce.
DeGraw, Wesley L., 492 Madison.
Hamilton, T. H., 25 Indiana avenue.
Loeb, George, Water, near Cherry.
Murphy, John, corner Bush and Superior.
O'Neil, John, 13th, between Washington and Monroe.
SANFLEET, J. V., Vine, near Summit.
Stevens, Lambert B., 200 Adams.
WHITNEY, LUTHER, corner Superior and Orange.
Whittingham & Fellows, 14 Fort Industry Block.
Wilcox, Strong & Co., Strong's building.

Builders' Materials.

Toledo Builders' Furnishing Co., 118 and 120 Water.

Business Colleges.

Jordon, J. B., 219 Summit.
Webster, W., 159 Summit.
Worthington, B. M., 155 Summit.

Cabinet Makers.

Bartlett & Hager, 196 and 198 Summit.
Cooke, J. W., 43 Monroe.
Essing, Henry J., 101 Magnolia.
FLYNN & YOUNG, 75 Summit.
Meilink, B. & Co., 206 Summit.
Neher, B. & Son, Broadway, corner Jervis.
Rinker, Michael & Co., 230 Summit.

Car Builders.

Toledo Car Co., corner Field and Railroad avenue.
Toledo, Wabash & Western Railway Co., works on River, head of Maumee avenue.

Carpenters and Builders.

(See Builders and Contractors.)

Armstrong, James H., Baker, near Cherry.
Arnold & Bentley, Adams, corner 14th.
Beebe, Edward H., 140 14th.
Boschert, F., Detroit avenue, corner Vance.
Bruksieker, H. E., 32 Orange.
Branson, William, 352 Madison.
Buck, Dwight, north side Superior, 2 doors west of Ash.
Campfield Brothers, 79 Locust.

Chamberlin, Wesley, Front, near Wilmot.
Cook, Bernard, West Toledo.
Curson, George, 522 Huron.
Ensign, S F., 9 Oak.
Everard, Job, 39 Campbell Block.
Gorman, Lawrence, 81 Dorr.
Grass & Taylor, Bridge, near 6th.
Harbauer, Jacob, 44 Beacon.
Hassett, J. B., Adams, corner 12th.
Huflman, W. C , corner Michigan and Jefferson.
Jaquett, J. W., 183 Union.
Jarrett, S., Oak and Woodville.
Ketcham, N. T., Oak, near St. Clair.
Koester & Bayer, Erie, corner Orange.
Linck, George, 178 Nebraska avenue.
Lombard, A., 136 Broadway.
Malone, Edward, Erie, near Monroe.
Miller, Jona. A., corner Walbridge avenue and Broadway.
Miles, William B., 723 Ontario.
Osborn, Thomas F., Superior, near Stickney avenue.
Platfoot, Charles, and Jerome H., 753 Erie.
Raymond, B. G., 401 Dorr.
Rhoads, Isaac C., 13th, near Oak.
Roshong, Samuel B., Ontario, near Oak.
Samson, Henry H., Huron, between Chestnut and Elm.
Tappan, Jacob H., 105 Oak.
Tappan, William R., east side 11th, between Madison and Jefferson.
Tucker, T. B. & Co., 293 Summit.
Vruficht & Nopper, 28 Oneida.
Whitney, L., Superior, corner Orange.
Wilson, George, 335 Erie.

Carpets, Oil Cloths and Mattings.

Buckman & Mallett, 206 Summit.
Dixon, W. J., 266 Summit.
Eaton, Fred. & Co., 165 and 167 Summit.
Snyder, Cone & Co., 117 and 119 Summit.

Carpet Weavers.

Gable, John, 171 Cherry.
Hesse, William, 119 Adams
Johnson, R , 347 Summit.
Raisinger, Anthony, 111 Lagrange.
Scharf, Nicholas, 745 Huron.
Stephan, Charles, 119 Division.
Stephan, Ferdinand, Michigan, near Oak.

Carriage Builders.

(*See also Wagon Makers.*)

CRONE, CHARLES H., 286 St. Clair.
COONEY, M. J. & CO., 426 and 428 Huron.
Gifford, L. B., 116 St. Clair.
Stebbins & Carter, 95 and 97 Monroe.
Stockton Brothers, 333 St. Clair.

Carriages—Children.

(*Makers and Dealers.*)

Baumgardner, L. S. & Co., 124 and 126 Summit.
Frost & Williams, 147 Summit.
Poe & Breed, 62 Summit.
Schroeter, Otto, 173 Summit.
Warriner, Cray & Rood, 30 and 32 Summit.
Toledo Carriage and Variety Co., corner Brown avenue and Dorr.
Toledo Iron Wheel Carriage Works, Erie, near Ohio avenue.

Carvers and Guilders.

Anderson, William R., 22 Cherry.
Brereton, Joseph, 248 Summit.
Klingenberg, Christian P., rear 393 Summit.

Chair Manufacturers.

Griswold, L. W., 335 St. Clair.
Meilink, B. & Co., 206 Summit.
Williams & Boake, Brown avenue.

China, Glass and Queensware.

Barlow, A. W., 128 Summit.
Burnap & LeBaron, 110 Summit.
Hassenzhal, L., 53 Monroe.
Johnson & Keil, 243 South St. Clair.
Neubert, Henry G., 67 Summit.
Philips, A., 233 Cherry.
Scheetz, G., 28 Front.
Speyer, J. A., 3 Orange.
Stuff & Ressler, 91 Lagrange.
Webb & Meyers, Front, corner Platt.

Cement.

(*See Plaster and Cement.*)

Chromotype Pictures.

New England Copying Co., C. H. Morgan & Co., rooms over 47 and 49 Summit.

Cigar Manufacturers.

Bender, George C., corner Oak and Ontario.
Birkenhauer & Diehl, St. Clair, corner Newton.
Bunert, A., 238 Erie.
Dallet, Jacob, 71 Illinois.
Eisenhart, Jacob S., corner Lagrange and Summit.
Freedman & Tyroler, corner St. Clair and Washington.
Geleerd, L., 148 Huron.
Hagener, Ernst, 108 20th.
Holzwarth, John G., 87 Summit.
Jacobs, M., 64 Ottawa.
Johnson, Abraham, 70 Vinton.
Klotz, John C., 99 Monroe.
Kolb, Frank, 484 Ontario.
Kruse & Jacobs, Ottawa, near Lafayette.
McCarron, F. E., Vance, corner 15th.
Molony, Dennis, 46 Monroe.
Monroe, A., 175 Erie.
Schulz, Frederick, 5 Brown block.
Skinner, Ruel, 58 Monroe.
Smith, John, 301 Nebraska avenue.
SOBY & PEITER, 129 Summit.
Sternfeld & Dallett, 37 Monroe.
Stock, Henry, 149 St. Clair.
Tigges, Frederick R., 189 Summit.
Willis, James C., corner Washington and 14th.

Cigars and Tobacco.

Chase & Lewis, 212 Summit.
Entemann Brothers, 47 Monroe.
Feiss & Wolff, 93 Summit.
Holzmann, Tony, 105 Monroe.
Holzwarth, John G., 87 Summit.
Knapp Brothers, 129 Summit.
Krapf, Henry C., 206 Adams.
Liebius, August, 239 Summit.
Meyer, Jacob, 73 Cherry.
Sallis, John, 309 Summit.
Salsbury & Gray, 1 Bridge.
Sternfeld & Dallett, 37 Monroe.
Wallace, R. J., 22 Summit.

Cistern and Tank Builders.

McCRACKEN, LORING, corner St. Clair and Oak.
Mueller Brothers, 86 Bush.

Civil Engineers and Surveyors.

Gillis, W. R., Bridge, corner Front.
Marston, John B., Campbell's block.

Stratton, Jerome L., corner Adams and St. Clair.
Winans, James, 11 Chamber of Commerce.

Cloth House.

Roemer & Stern Brothers, 26 and 28 Summit.

Clothing.

Douglass, C. & Co., 103 Summit.
Gitsky, B. & Co., 35 and 89 Summit.
Gitskey, Moses, 43 and 57 Summit.
Huberich, P. & J., 169 Hamilton.
Ketteman, John, Broadway.
Loeb, Isaac, 25 Summit.
Mabley, William, 169 and 171 Summit.
Melvin, J. & Co., 123 Summit.
Scheets, George, Front, near Cherry.
Van Noorden, Solomon, 231 Summit.
Weber, C. & Son, 63 Monroe.

Coach and Saddlery Hardware.

Warriner, Cray & Rood, 32 Summit.

Coal Dealers.

Chamberlain, Dyer & Fowler, foot Magnolia.
Conklin, James A., Ironville, Superintendent Sunday Creek Coal and Iron Company.
Doherty, Thomas D., Swan Creek, foot of Washington.
Ely, J. M. & Co., 289 Summit
GOSLINE & BARBOUR, Bridge, corner Ottawa.
Laughton, D. H. & Co., 48 Water.
McCadden, G. P. & Co., Water, near Adams.
SCHENCK, S. C., Water, near Locust, and Water, corner Adams.
Sweet, B. G., Summit, corner Monroe.
Vollmayer & Meyer, corner St. Clair and Swan Creek.
Williams & Merwin, Water, near Railroad bridge.

Coffee and Spices.

Boos, Lindley & Co., 85 Monroe.
Day, T. S. & Co., 148 Superior.
Warren & Bidwell, 107, 109 and 111 Monroe.

Commercial Agency.

THE COMMERCIAL AGENCY, J. McKillop & Co. A. E. Scott, manager, 20 and 21 Hall block.

Commissioner of Deeds.

Bissell, E., 152 Summit.

Commissioners—U. S.

Baker, William, 4 Hartford block.
Brown, J. M., 7 Hall Block.
Osborn, John R., 12 Drummond block.

Confectioners—Manufacturing.

Bonitz, George, 309 Summit.
BRACKET, N. L.
Carr, J. W. & Co., 185 Summit.
Craig, Fleming & Co., 246 Summit.
GRADOLPH, F. & BROTHER, 85 Summit and 148 St. Clair.
Steuer Brothers, 259 Nebraska avenue.
Turley, William, 195 Summit.
Turley & Koch, 319 Summit.
Worts, Kirk & Bigelow, 305 and 307 St. Clair.

Conveyancers.

Gleason, A. W., First National Bank building, 152 Summit.
Gloyd, J. M., 27 Chamber of Commerce.
PEASE & COLLINS, 98 Water.

Coopers.

Brothers, Dennis, 184 Forrer.
Dickminder, Joseph, 33 Tecumseh.
Mueller Brothers, 86 Bush.
Skidmore & Thacher, Fourth, near Cherry.
Steinkamp, George H., corner Allen and Shepard.

Coppersmiths.

Brossia, Fred E, Front, near Cherry.
Groenewald, John, 103 St. Clair.

Cornice Makers.

Bortz, James B., 333 St. Clair.
MAPLES & NORTON, 164 Summit.
Stevens, John N., 16 Oak.

Corset Factory.

Bortree, L. S., 214 Summit.

Costume Maker.

Hug, Mary A. Mrs., 357 Summit.

Crockery Dealers.

(*See, also, China, Glass and Queensware.*)

Barlow, A. W., 128 Summit.
Barnes, Frederick, 275 St. Clair.
Burnap & LeBaron, 108 and 110 Summit.

Carleton, George W., 319 Broadway.
Hasenzahl, L., Jr., 53 Monroe.
Hathaway, A. T., 271 Summit.
Johnson & Kiel, 241 and 243 S. St. Clair.
Neubert, Henry G., 67 Summit.
Phillips, August, 233 Cherry.

Curtains and Fixtures.

Buckman & Mallet, 206 Summit.
Eaton, Fred. & Co., 165 and 167 Summit.
Frost & Williams, 147 Summit.
Snyder, Cone & Co., 117 and 119 Summit.

Cutlers.

Grah, William & Son, 226 Summit.
Martin, Christian, 335 St. Clair.

Cutlery.

(*Importers and Jobbers.*)

Bostwick, Braun & Co., foot of Monroe.
Gerber, C., 189 St. Clair
Gruber & Grosh, 32 Monroe.
Hamilton & Co., 94 Summit.
Ketcham & Viot, 106 and 108 Summit.
Whitaker, Phillips & Co., 102 Summit.

Dental and Surgical Instruments.

Ransom & Randolph, 83 Jefferson.

Dentists.

Beatty, George S., 103 Summit, up-stairs.
Chesebrough, J., 157 Summit, up-stairs.
Clippinger, S., 125 Summit, up-stairs.
Delano, Mortimer F., 211 Summit, up-stairs.
Edson, Horace M., 101 Summit, up-stairs.
Evans, Robert L., 149 Summit, up-stairs.
Fleming, A. H., 82 Cherry.
Harroun & Porter, 115 Summit.
HEFFRON, EDWARD, corner Summit and Cherry.
Kenyon, H., & Co., 4 Myers' block.
Root, F. A., 311 Broadway.
Rowsey, J. Alexis, 108 Lagrange.
Scheble, E. D., 8 U. S. Express building.
Taylor, Samuel C., Summit, corner Adams.

Die Sinkers and Engravers.

Gleason, A. & Co., 22 Summit.

Dining-Rooms.

Congress Hall, 116 Adams.
Corn Exchange, 105 and 109 Water.
Hall & Gramby, 28 Perry.
Lemont, Charles R., 27 Perry.
Nellis, Henry, 53 Summit.
Tate & Son, 179 Summit.
Tilton, J. B., 117 St. Clair.
Wilson, F. S., corner Madison and Erie.
Wyek, Peter, 2 Bridge.

Directory Publishers.

EDWARDS, RICHARD, Jefferson, corner St. Clair.
Scott, Charles I., office 12 Gradolph block.

Drapers and Tailors.

(*See, also, Merchant Tailors.*)

Buck, C. H., 159 Summit.
Elliott, J. W., 44 Madison.
Eppstein, Max M., 65 Summit.
Granger, V. W. & Co., 145 Summit.
Mabley, William, 173 and 175 Summit.
Machen, A. & Co., 238 and 240 S. St. Clair.
Robertson, William, 41 Madison.
Sullivan, M. & Co., 285 Broadway.

Dressmakers.

Alexander, Mary E. Miss, 89 Washington.
Beard, V. Mrs., 90 Cherry.
Bennett, Mary J. Mrs., Railraod Avenue, near Carroll.
Blair, Lucy A. Mrs., 67 South St. Clair.
Bowers, M. G. Mrs., 301 Summit.
Bradlee, J. H. Mrs., 153 Summit.
Brigham, Tina M., Cook block.
Campeau, Cecelia Miss, 147 Cherry.
Church, Ellen, Trinity block.
Farley, Mary Mrs., 287 Broadway.
Gibson, Lizzie A., 90 Cherry (up stairs.)
Glass, A. E. Mrs., 71 Lagrange.
Gould, H. H. Mrs., 140 Locust.
Hammond, Catharine Mrs., 749 Erie.
HIBBEN, MADAME, 38 and 39 Hall block.
Hoag, Sallie Miss, Cook block.
Hug, Mary A. Mrs., 357 Summit.
Irish, Maggie Mrs., 371 Ontario.
Keating, S. Mrs., 93 Lagrange.
Kimball, M. E., 335 Adams.

Klives, Lena Mrs., 47 Washington.
Kyes, Lydia A. Mrs., 68 Monroe.
McCurdy, Mrs., 197 Washington.
Mehl, Jennie Mrs., Michigan, corner Washington.
Parcher, Mary & Sarah Misses, 199 Adams.
Phelps, Rosa Mrs., Utica, near Walnut.
Rafter, Mary A. Mrs., corner Lafayette and Superior.
Robert, J. Mrs., 102 Cherry.
Roberts, E. Mrs., 110 Lagrange.
SCOVILLE, A. MRS., 63 Broadway.
Springer, Jane E. Mrs., 145 Summit.
Sullivan, J. Mrs., 51 South St. Clair.
Thomas, H. L. Mrs., 44 Adams.
Webb, Matilda Mrs., 155 Oliver.
Weber, A. C. Mrs., 100 Cherry.
White, E. M. Mrs., 221 Summit.
Whiteford, Mary Miss, 482 Ontario.
Whitney, J. M. Mrs., 166 Lagrange.
Wilson, L. B. Mrs., 153 Washington.
YEARICK, A. C. MISS, 271 St. Clair.
Youngkin, U. Mrs., Cherry, corner Ontario.

Druggists.

Reed, Williams & Co., 141 St. Clair.
West & Truax, 128½ and 130 Summit.

Drugs and Medicines.

Bach, W. J. & Co., corner Front and Bridge.
Bailey, George, Miami, near Wilmot.
Bartlett, Wm., corner Magnolia and Huron.
Bostater, Andrew J., 667 Broadway.
Bradley, C. G. & Co., Dorr, corner Hoag.
Buckwell, Alfred, 389 Summit.
Cheney, C. L., 101 Lagrange.
Cheney, F. J. & Co., 187 Summit.
Clemons, C. E., 160 Washington.
Cook Brothers, 42 Front.
Cullison & Given, 81 Monroe.
Daniels, Thomas, 289 Summit.
Duncan Bros., Adams, corner Franklin.
FELLA, JOHN B., 282 South St. Clair, corner Harrison.
Fenneberg, Gustavus, 74 Washington.
Fenton, T. D., Monroe, near Wagon Works.
Fisher, G. H., 155 Cherry.
Gates & Bro , 30 Perry, corner St. Clair.
Heck & Co., Madison, corner St. Clair.
Heitzmann, Andrew, 450 Broadway.
Henzler, William, 101 Allen.

Hohly, C. & Co., 239 St. Clair.
Karl, J. L., Clayton, near Oliver.
Kirchmaier & Son, corner Nebraska avenue and Division.
Mackintosh & Co., 139 Summit.
MERY, JACOB F., 287 Summit, corner Cherry.
Pell, J. C., Adams, corner Superior.
Reed, J. O., 91 Summit.
Scholl Bros., Monroe, corner Market space.
Spayd, C. E., 290 Broadway.
Stahl, A. J., 30 Front.
Vanstone & Crosby, 45 Summit.
Wheeler & Putnam, 23 Summit.

Dry Goods.

Billstein, Moses, 311 Broadway.
Cohen & Koch, 143 Summit.
Davis Brothers, 151 Summit.
Eaton, Fred. & Co., 76–79 and 165–167 Summit.
Goodnow, S. S. & Co., 201 Summit.
Graff, A. M., 107 Summit.
Huberich, P. & J., 169 Hamilton.
KINKER, H. & SON, 232 South St. Clair.
Kreps, G. B. & Son, corner Cherry and 1st.
Lancto, B., 15 and 17 Front.
Lasalle, J., 51 Summit.
Lee, Joseph, 97 St. Clair.
Machen, A. & Co., 238 and 240 South St. Clair.
Mathias Julius, 661 Huron.
Meis, Mary A., 175 Cherry.
Mensing, H. R., Front, between Wilmot and Fasset.
Moore Brothers, 69 Summit.
Neuhausel Brothers, 217 Summit.
Pettee & Howe, 153 Summit.
Rall, Melchoir, 144 Lagrange.
Scheets, George, Front, near Cherry.
Stewart, A. P., 121 Summit.
Susor & Dusseau, 295 Summit.
Trepanier & Cooper, 101 Summit.

Dry Goods.

(*Jobbers and Wholesale Dealers.*)

Eaton, Fred. & Co., 77 and 79 Summit.
KEEN, D. M. & CO., 74 and 76 Summit,
LUCE, C. L. & CO., 132 and 134 Summit.
Stewart, A. P., 121 Summit.
Witter, Robison & Wood, 177 and 179 St. Clair.

Dyers and Scourers.

Gunther, Christian, 47 Adams.
Schulz, J., 196 Erie.
Salomon, S., 29 Perry.
Theide, R. & Co., 104 Adams.

Eave-Troughs.

Manufacturers.

WOODRUFF & SON, 9 and 11 Locust.

Edge Tools.

(*Manufacturers.*)

McIntyre & Hoyt, 86 St. Clair.

Elevators.

Curtis, E. A., Proprietor Walbridge Elevators, 102, 104 and 106 Water.
Dayton & Michigan Railroad Elevators, ss. Ottawa.
King, C. A. & Co., Water, foot of Madison.
Lake Shore & Michigan Southern Railway Elevators, Middle Ground.
Toledo, Wabash & Western Railway Elevators, Middle Ground.
Young & Backus, Proprietors Wabash and Miami Canal Elevators, Water, foot of Adams.

Engravings and Chromos.

Brereton, J., 248 Summit.
Frost & Williams, 147 Summit.
Hoerr, Louis, 175 Summit.

Eggs and Butter.

Geroe, A. A., 10 Water.
Harris & Huestedt, 220 Tecumseh.
Russell, John W., 41 Monroe.

Engravers.

French Bros., 91 Summit.
Gleason, A., 22 Summit.
Hopkins, O. J., 24 Summit.
JEFFERSON, E. A., 22 Summit.

Express Companies.

American, 148 Summit, C. M. Hayden, Agent.
North Atlantic, 74 Water, E. F. Browne, Agent.
United States, 139 St. Clair, E. Chapin, Agent.

Extracts---Flavoring.

Lorenz Brothers, 158 Jefferson.

Fancy Goods and Notions.

BARKER, C., 109 Summit.
Baumgardner, L. S. & Co., 124 and 126 Summit.
Black & Hofman, 93 St. Clair.
Fuller, Rufus, 245 Cherry.
SHAW & BALDWIN, 90 and 92 Summit.

Fast Freight Line.

Canada Southern, 102 Water.
Diamond Fast Freight Line, 7 and 8 Fort Industry block.
Empire Transportation Co., 50 Summit.
Erie Railway Line, A. W. Colton, foot of Jefferson.
Great Western Despatch, 53 Madison.
Hoosac Tunnel Line, 82 Water.
Merchants Despatch, 1 and 2 Campbell's block.
Red Line Transportation, 104 Water.
Union Steamboat Co., foot of Jefferson.

Feathers.

Buckman & Mallett, 206 Summit.
Dixon, William G., 246 Summit.
Snyder, Cone & Co., 117 and 119 Summit.

Fence Manufacturer.—Iron.

Matheis, John, 23 Water.

Ferreotypes.

(*See Photographers.*)

File Manufacturer.

Ibbotson & Dillon, 110 Erie.

Fire Brick and Clay.

Gosline & Barbour, Water, cor. Monroe.
Sweet, B. G., Summit, corner Monroe.

Fish Dealers.

Davis, J. C. & J. H., 236 and 238 Water, corner Cherry.
Farley, George E. & Co., 36 Water.
Hedges & Co., 174 and 176 Water.
Howell, D. Y. & Son, 246 and 248 Water.
St. John & Buck, 232 and 234 Cherry, near Water.

Flour and Feed.

Bremen & Burgin, 157 Nebraska avenue.
Castle, James A., 87 Monroe.
Fallis & Linton, Toledo Mills, 230 and 236 Summit.
Geelan, Michael, Superior.

Hamilton, R. D., 326 Adams.
Hoag & Groff, 71 Cherry.
Karme & Fluge, 281 Cherry.
Kohn, Simon, 75 Monroe.
Miller, George, 397 Summit.
Neis, Frank, 185 Nebraska avenue.
O'Neil, James, 34 St. Clair.
Oeckel, Charles, 84 Monroe.
Salm, S., 95 St. Clair.
Shumaker & Egley, 103 and 105 Cherry.
Simonds, E. D., 359 Summit.
Spielbusch, Henry, 223 Cherry.
Umberhaum, C., 203 Cherry.
Webb & Myers, Front, corner Platt.
Wernert, Mrs. George, 275, Cherry.
Wile, H. & Co., 118 St. Clair.

Flour and Feed.

(*Wholesale.*)

Fallis & Linton, 232 and 238 Summit.
Reynolds Brothers, Water, near Adams.
Reynolds, George W. & Co., 106 Water.

Flouring Mills.

Armada Mills, near lock 5, M. and E. canal, Reynolds Brothers, proprietors, office Water.
Erie Street Mills, Erie, corner Lafayette.
Manhattan Flouring Mills, North Toledo.
Pearl Mills, South Toledo, Fallis & Linton, proprietors, 232 and 236 Summit.
Pilliod, A., Logan, near Swan Creek.
Toledo Mills, Summit, corner Oak, Falls & Linton, proprietors.
Vandeburgh, O. P. & Co., Cherry, corner Seneca.

French Candies.

GRADOLPH, F. & BROTHER, 150 St. Clair.

Fruits and Confectionery.

Carr, J. W., 183 Summit.
Chase, A. W., 106 Adams.
Clark, G. T., 319 Broadway.
Colburn, T. S., 99 Lagrange.
Conlisk, John, 116 Adams.
Curson, G. H., 227 Adams.
Curtiss, A. C., 293 Summit.
Dittmar, C., 273 Summit.
Eversman, F. W., 59 Summit.

Goldsmith, G., 66½ Summit.
Graham, A. C., 205 Cherry
Kiel, F. H., 242 St. Clair.
Mahaffey, M. W., 39 Madison.
Meinert & Brother, 237 Summit.
Moan, J. H., 98 Cherry.
Newton, R. E., 55 Monroe.
Newton, T. E., 4 Bridge.
Nellis, H., 53 Summit.
O'Brien, W., 236 St. Clair.
Perrin, J., 320 Adams.
Salsbury & Gray, 1 Bridge.
Schuller, G., 292 Summit.
Smith, M., 193 Summit.
Steuer Brothers, 241 Nebraska avenue.
Turley & Koch, 319 Summit.
Turley, W., 195 Summit.
Villhauer, John, 37 Summit.

Fruits, Foreign.

(*Jobbers.*)

Craig, Fleming & Co., 264 Summit.
GRADOLPH, F. & BROTHER, 150 St. Clair.
Kean, T. & Co., 40 Summit.
Maltby's Oyster Depot, 166 Summit.
Mathews, Schansenbach & Co., 180 Summit.
Winfield & Co., 75 and 77 Madison.

Furnaces and Ranges.

Beach & Rood, 219 Superior.
Carruther, D., 42 Monroe.
Ketcham & Viot, 106 and 108 Summit.
Showell, J., 307 Summit.

Furnishing Goods—House.

Buckman & Mallett, 206 Summit.
Eaton, Fred. & Co., 165 and 167 Summit.
Frost & Williams, 147 Summit.
Snyder, Cone & Co., 117 and 119 Summit.

Furnishing Goods.

(*Men's Wear.*)

Franc & Brady, 61 Summit.
Garvin & Tappan, 131 Summit.
Mabley, W., 169 and 171 Summit.
Price, J. Cooper, Summit, corner Madison.

Furnishing Goods.

(Women's Wear.)

BARKER, C., 109 Summit.
Black & Hofman, 193 St. Clair.
Davis Brothers, 151 Summit.
Frost & Williams, 147 Summit.
Lee, Joseph, 97 St. Clair.
WHITE, E. M. MRS., 221 Summit.

Furniture.

Bartlett & Hager, 196 and 198 Summit.
Dannaker, P., Lafayette, corner Erie.
FLYNN & YOUNG, 75 Summit.
Gruber & Stryker, 152 Washington.
Meilink, B. & Co., 204 Summit.
Mettler Brothers, 228 South St. Clair.
Neher, B. & Son, Broadway, corner Jervis.
Rinker, M. & Co., 230 Summit.
Schulle, William, 355 St. Clair.

Furs and Straw Goods.

(Manufacturers.)

Davis, M. S. & Co., 240 Summit.

Galvanized Iron Cornices.

Bortz, James B., 333 St. Clair.
MAPLES & NORTON, 242 and 244 Summit.
Stevens, J. N., 10 and 12 Oak.

Gardens.

Broadway Park, 98 Broadway, corner Clayton.
Gaetschenberger, M. Miss, 114 Bush.
Meissner, George, corner Division and Tecumseh.
Union Garden, corner St. Clair and Clayton.

Gas and Steam Fitters.

Beach & Rood, 219 Summit.
Gould Brothers, 34 Jefferson.
Groenewald & Wilsdon, 103 St. Clair.
SHAW, KENDALL & CO., 85 and 87 St. Clair.
Waite & Williams, 71 and 73 Madison.

Guilder.

Brereton, J., 248 Summit.

Green Houses.

Bell, John M., Madison, corner 14th.
Brown, Augustus, Starr avenue, East Toledo.

Heinl & Philipps, Fulton, corner Bancroft.
Koch, E. W. E., foot of Oliver.
Suder, Ewald, Cherry, corner Washington avenue.
Willey, Emery P., Sumner, corner Segur avenue.
Wilson, John, 707 Superior.

Grain and Commission Merchants.

Baker, Charles H., 54 Water.
Bangs & Wagar, 112 Water.
Bashare, Milo, 72 Water.
Blass, Goldsmith & Co., 21 Madison.
Browne & Draper, 74 Water.
Carrington & Co., 95 Water.
Castle, J. A., 87 Monroe.
Colton, A. W. & Co., Water, foot of Jefferson.
Coon, W. M., 101 Market space.
CRABBS, BELLMAN & CO., No. 1 Board of Trade building.
Curtis, E. A., Water, foot Madison.
Fisk, J. B., 10 Water.
Flower, S. W. & Co., Water.
Foster, F. E., 112 Water
Hamilton, V. & Co., 101 Water.
Hamm, P. T., 54 Water.
Hayes, H. J., 98 Water, King's block.
Howard, N. M. & Co., 2 Merchants' Bank building, Monroe, head of Water.
HUBBARD, L. F. & CO., 52 Water.
Keck, T. L., 12 Water.
King, C. A. & Co., 98 Water, corner Madison.
McCabe, G. B., 5 King's block.
Milmine & Bodman, 106 Water.
Reynolds Brothers, Water, near Adams.
Reynolds, George W., 106 Water.
Rhoades, I., 75 Monroe.
Ries, N. L., 115 St. Clair.
Rolland, G. H., 110 Water.
Smith, D. B., corner Jefferson and Water.
Strong, J. R., 74 and 76 Water.
Walbridge, H. D., 84 Water.
WALKER, W. T. & CO., 96 Water.
Wilde, I. L., 1 King's block.
Williams & Hallaran, 104 Water.
WILLIAMS, E R. & CO., Water, foot Adams.
Wiltbank & Co., 19 Madison.
Young & Backus, 132 and 134 Water.

Groceries and Provisions.

Agen, M., Dorr, cor Lenk.
Ahringsman, Herman, north corner Segur and Maumee avenues.

Alberty, Nicholas, 251 Cherry.
Albrecht, August, east corner Buffalo and Erie.
Allman, Andrew J., 128 Adams.
Atkinson, Samuel, Starr avenue, near Parker.
Auth, John N., corner Lafayette and Erie.
Barnes, Henry, 273 St. Clair.
Bateman, E., 229 Summit.
Bennra, Charles, corner Oliver and Knapp.
Bieber & Haskins, 293 Cherry.
Birkenhauer, C., corner Huron and Magnolia.
Bishop, Chas. H., 98 Bush.
Bolan, Kate, Mrs., corner Germania and Clark.
Boldt, J., Tecumseh, corner Lenk.
Bolter, Rudolph, corner Nebraska avenue and Hoag.
Boyer, Frederick, 415 Michigan.
Brehaney, Malachi, south corner Ontario and Beach.
Bretch, Michael, corner Nebraska avenue and Erie.
Broer, August, corner Western and Field avenues.
Brooks, F. W., 376 Adams.
Buntenhal, T., Tecumseh, corner Elizabeth.
Chapman, H. T., Monroe, near Wagon Works.
Chase, A. W., 106 Adams.
Clark, David, Bridge, corner Second.
Classen, C., Tecumseh, corner Lenk.
Cooney, Michael, north corner Indiana avenue and Lenk.
Cooper, John, south corner Buffalo and Erie.
Corcoran, Patrick, west corner Lafayette and Division.
Cousino & Bartley, 307 Summit.
Dailey, Owen, 156 Oak.
Dillon, John, corner Indiana and Collingwood avenues.
Donohue, S., Dorr, corner Division.
Dorr & Bishop, 243 Summit.
Eagan, John, junction Washington and Fifteenth.
Eagan, Michael, west corner Dorr and Lenk.
Enright, Patrick, Beach, near Huron.
Erd, Maximilian, 160 Locust.
Ernsthausen, John, 100 Lagrange.
EYSTER, A. J. & CO., 219 Monroe.
Fiest, Joseph, Michigan, one door east of Buffalo.
Flanagan, James & Co., 168 Washington.
Fleischmann, George, corner Heston and Germania.
Fleming, Francis, corner Lafayette and Lenk.
Flint, A. & Co., corner Adams and Putnam.
Forwalder, John, 161 Division.
Friedlander, I., 62 Monroe.
Frische, George, corner Segur avenue and Wasaon.
GAETSCHENBERGER, F. A., west side Fourteenth, 3 doors north of Washington.
Gaffney, Barney, 83 Washington.

Garner & Dawkins, Ironville.
Gertz, John, 332 Lagrange.
Goulden, T. P., Dorr, corner Heston.
Goulet & Robert, corner Dorr and Hoag.
Gramling, Fred., cor. Union and Bancroft.
Hathaway, A T. & Co., 271 Summit.
Hauser, Jacob J., 19 State.
Haynes, David M., 80 Sumner.
Hazelwood, John H., Frazier, corner Collingwood avenue.
Hector, Victor, corner Union and Beacon.
Heinl, Joseph, corner Allen and John.
Herroeder Brothers, 597 Huron.
Herzig, John S., 119 Erie.
Hofmann, Henry, 763 Erie.
Hollingshead, M., 66 Monroe.
Holtz & Schultz, 291 Broadway.
Horan, Patrick, corner Maumee avenue and South.
Hulce, Henry, corner Front and Cherry.
Hyland, W., 172 Adams.
Inman, Nathan, Oak, corner Third.
Jacobs, Joseph, corner Cherry and Water.
Johnson & Kiel, 241 and 243 S. St. Clair.
Johnston, David, 138 Superior.
Karm & Fluge, 281 Cherry.
Keegan, Patrick W., 120 Monroe.
Kelley, Thomas, corner Collingwood avenue and Hicks.
Knoll, John G., 31 St. Clair.
Kopf, M., 83 Monroe.
Kreps, G. B. & Son, corner Cherry and First.
Kruse, August, north side Segur avenue, 2 doors east of Marion.
Laird, M. A., 211 Summit.
Lancto, B., 15 Front.
Lane, Charles T., Summit avenue, near Adrian.
Lange, Henry, corner Nebraska avenue and Norman.
Lenoghan, John, west corner Wheeler and Bartlett.
Leonard, Martin, 521 Erie.
Lippert, Ignatius, corner Allen and Woodruff avenue.
Lotterer & Scheuermann, corner Fifteenth and Indiana avenue.
McDonough Bernard, corner Indiana avenue and Division.
McElroy, Dennis, north side Erie, one door west of Ash.
McElroy, Mary Mrs., 173 Missouri.
McGrath, Thomas, corner Fifth and Bridge.
McKinley, James, 328 Lafayette.
McLaughlin, Michael, 93 Allen.
McLeary, Mary, 171 Missouri.
McMahan, M., Cherry, corner First.
McManus, Bernard, 414 Lafayette.
Matthaus, John, corner Wisconsin and Division.
Max, E., 158 Locust.

Meany, William, corner Fassett and Miami.
Mensing, H. R., Front, between Wilmot and Fassett.
Merl, Joseph, 18 John.
Meyer, William J., corner Walnut and Bancroft.
Mireau, L. J. Homer, Walnut, corner George.
Mohr, W. H., Lagrange, opposite Orphan Asylum.
Moross, P. C., 78 Cherry.
Munch, P. & Son, Oak, corner First.
Murphy, William T., Segur avenue, near Bloomfield.
Murray, Patrick, 170 Broadway.
Nachtrab, Joseph, corner South and Maumee avenue.
Neiss, Frank, corner Nebraska avenue and Division.
Neister, Timothy, corner Nettie and Dorr.
Nester Brothers, Dorr and Division.
Nesbit, Andrew, 83 Monroe.
Noel, Peter, Locust, corner Michigan.
Normanton, J., Logan, corner St. Clair.
Nungesser, G., 171 Erie.
O'Neil, James, 32 and 34 St. Clair.
O'Reagan, Patrick, 52 St. Clair.
Otto, Frank, 553 Ontario.
Overbeck, Fred., Bancroft, corner Franklin avenue.
Pierce, J., 330 Adams.
Plumey & Metzger, Front, near Bridge.
Poggemeyer, H. W., corner Broadway and South.
Preston, F. W., 50 Monroe and 323 Summit.
Rafter, Thomas, south corner Lafayette and Superior.
Raitz & Koehrman, 363 Summit.
Rail, August, 479 Michigan.
Rall, Melchior, 144 Lagrange.
Richardson & Sykes, 317 Summit.
Rideout, C. H., Monroe, opposite Wagon Works.
Ries, L., 199 Erie.
Rippas, Julius, Magnolia, corner Michigan.
Ronfeldt, Henry, corner Magnolia and Erie.
Roth, Charles J., 159 Cherry.
Rudolph, Christian, 113 Chestnut.
Rudolph, Jacob F., corner Magnolia and Michigan.
Ryan, J. J., 323 and 325 Lafayette.
Rymill, T., 57 Prescott.
Scanlon, Thomas, corner Monroe and Nettie.
Schandler, Martin, corner Segur avenue and Banks.
Scheets, George, Front, near Cherry.
Scheuermann, J., Washington, corner Fourteenth.
Schmeltz. Arnold, 621 Michigan.
Schmidt, Dietrich, 116 Washington.
Schnee, Joseph, 18 John.
Schoenhardt, A., corner Fitch and Beacon.
Schultz, Charles W., 46 South St. Clair.

Schultz, John, south side Michigan, near Ash.
Schweitzer, William, Mulbery, corner Ontario.
Schwing, M., 67 Nebraska avenue,
Sessig, George. 182 Erie.
Shannon, Patrick, Germania, corner Lenk.
Sheahan, Dennis, Railroad avenue, near Broadway.
Smith, John A., corner Horace and Beacon.
Speilbush, H., 235 Cherry.
Speyer, J. A., 5 Orange.
Sprass, N., Adams, corner Putnam.
Stanton, Michael, corner St. Clair and Newton.
Stuff & Ressler, 91 Lagrange.
Studer, Lorenz, 101 Erie.
Sullivan, John, Broadway, corner Maumee avenue.
Taylor & Harnit, 205 Summit.
Texter, William, Miami, near Fassett.
Tillman, Frank, 280 south St. Clair, corner Harrison.
Trippensee, Gustav, Magnolia, corner Champlain.
Trudo, George, Lagrange, near Peck.
Turnau, Conrad, Western avenue, near Field avenue.
Vatter, Joseph, corner Broadway and Segur avenue.
Vollmayer. John J., corner Locust and Page.
Vorwalder, John, 161 Division.
Walker, S. S., Ash, near Huron.
Walsh, J. E., Dorr, corner Hesting.
Warnke, Ferdinand, 298 Tecumseh.
Webb & Meyers, 86 and 88 Front.
Weber, Alexander, corner Summit and Lagrange.
Weber, Lawrence, corner Cherry and Bancroft.
Weber, Marcus, 534 Michigan.
Weil, William, 43 Lafayette.
Wening, Louis, 179 Walnut.
Wenzel, Charles, 137 Nebraska avenue.
Wernert, Mrs. George, 305 Cherry.
Wernert, Joseph, 165 Cherry.
Weideman, Edward, 173 Lagrange.
Weigand, Louis, 158 Oliver.
Weil, William, corner Lafayette and Huron.
White, C. G., 232 St. Clair.
WILCOX BROTHERS, 64 and 66 Water.
Woolley & Snell, 333 Adams.
Wuerfel, John C., 303 and 305 Summit.

Groceries—Fancy.

Bateman, Elwood, 229 Summit.
Cole, A. B., 313 Broadway.
Preston, F. W., 50 Monroe.
Taylor & Harnit, 205 Summit.
TRYON & ROOD, 44 and 46 Monroe.

Groceries—Wholesale.

EMERSON & CO., 142 and 144 Summit.
Hathaway, A. H. & Co., 82 Summit.
Ketcham, Bond & Co., 36 and 38 Summit.
Markscheffel & Brother, 94 Monroe.
SECOR, BERDAN & CO., 114 and 116 Summit.
Wood, S. B., 191 St. Clair.

Gunsmiths.

Martin, Christian, 335 St. Clair.
Pheatt, Gideon K., 180 Summit.
Villwock, Charles, 228 Summit.

Hair Dressers.

Carroll, M. Mrs., 90 Cherry, up stairs.
MERRETT, E. J. MRS., Dorr, near Hoag.
Williams, A. J., 170 Adams.

Hair Goods.

Paine, J. G. & E. B., 161 Summit.
Shibley, J. R., 46 Madison.

Hardware—Retail.

Arbuckle & Ryan, 81 Monroe.
BACON & WILL, 77 and 79 Monroe.
Bickel, J., 403 Summit.
Breckenridge & Co., 54 and 56 Summit.
Carruthers, David, 42 Monroe.
Clarke, P. T. & Sons, 250 Summit.
Eversman, E. A., 227 South St. Clair.
Hamilton & Co., 94 Summit.
Ketcham & Viot, 106 and 108 Summit.
Kelley & Co., 265 Summit.
Lancto, B., 15 Front.
LeBeau, Andrew J., 294 Broadway.
Loeffler & Crane, 297 Summit.
MAPLES & NORTON, 164 Summit.
McLain & Walker, Front, near Bridge.
Ruter, E. & Co., 38 Monroe.
Schaal, F. & Co., 233 Summit.
Weeber, J. C., 211 Cherry.

Hardware—Heavy and Shelf—Wholesale.

Bostwick, Braun & Co., foot of Monroe.
Gerber, C., 193 St. Clair.
KAHLO & CROWE, 258 Summit.
Whitaker, Phillips & Co., 102 Summit.

Hardware—Saddlery.

Warriner, Cray & Rood, 32 and 34 Summit.
White, R. G. & Co., 104 Summit.

Hardwood Lumber.

(*Agents and Dealers.*)

Andrews, A., Jr., & Co., corner Factory and Division.
Bond, W. M., 7 Gradolph block.
Brand, Henry, west side St. Clair, near Clayton.
Gilson, J. E., 6 Bridge.
Hubbard, G. W., Sixteenth.
Jacoby, Edwin, 22 Summit.
McLauchlin & Young, 2 Walbridge block.
Skidmore, L. M., 110 Erie.
SMITH, DAVID, Water, foot of Cherry.
Tracey Brothers, Front, above L. S. & M. S. Railway.

Harness Makers.

Birchall & Co., 76 Cherry.
Cannan, E. J., 102 Monroe.
Conway, Thomas, 114 St. Clair.
Gschwind, J., 52 Front.
Moore, A., 140 St. Clair.
Rigby, Burr, 34 Monroe.
Taylor & Wagner, 105 Superior.
Weaver, W., 203 South St. Clair.

Hats, Caps and Furs.

BABBITT, A. T. & CO., 195 St. Clair (Wholesale.)
Corlett & Steele, 155 Summit.
Dorr, C. F., 74 Cherry.
Eddy, N. W., 119 Summit.
Franc & Brady, 61 Summit.
Harley, C. A., 135 Summit.
Huberich, P & J., 169 Hamilton.
Nopper, Christian, 29 Summit.
PADDOCK, M. L., 125 Summit.
Young, Rem. A., 88 Cherry.

Hatters.

(*Manufacturers.*)

Christia & Co., 113 Summit.
FORD, AMANDER, 59 and 61 Summit (up-stairs.)
Hanley, W. S., 184 St. Clair.

Hay in Bales.

Hoag & Groff, 71 Cherry.
Rhoades, I. 75 Monroe.
Oeckel, Chas., 84 Monroe.
Shumaker & Egley, 103 and 105 Cherry.

Heaters.

Baughman, Curtis & Co., 366 Summit. (The Armstrong Heater.)

Hide and Leather Dealers.

Hubbard, F. & Co., 66 Summit.
Morey, John E., 238 Summit.
OBRIST, A. & SON, 42 Summit.
Smith & Simmons, 70 Summit.

Hides, Pelts and Furs.

Bowes & Barrett, 131 and 137 Water.
Saucke, Henry, 101 Superior.

Hides, Pelts, Furs and Wool.

BOND & ALLERDICE, 161 and 163 Water.
Brooks & Lewis, 112 and 114 Superior.
Flynn & Dixon, 60 Monroe.

Hotels.

AMERICAN HOTEL, 111 St. Clair, Gaines & Hamlin, proprietors.
Boody House, corner St. Clair and Madison, S. Groff, proprietor.
Brown's Hotel, Fassett, opposite Lake Shore and Michigan Southern stock-yards.
Burnett House, corner Perry and Summit, E. S. Burnett, proprietor.
City Hotel, Ottawa, between Bridge and Lafayette.
Club House, junction Cherry and Collingwood avenue.
Congress Hall, 116 Adams, John Conlisk, proprietor.
Eagle House, 446 Summit, George Kochendorfer, proprietor.
Farmers' Exchange, corner Monroe and Huron.
HANNER HOUSE, corner Washington and Superior, Charles Zirwas, proprietor.
Hurd House, 461 Summit, Steph. G. VanBuren, proprietor.
Island House, Middle Ground, near Bridge, W. C. Terry, proprietor.
Junction Hotel, Air Line Junction.
Lafayette House, 59 Lafayette, Joseph Putz, proprietor.
Lake Shore House, 24 Summit, Jacob Englehardt, proprietor.
Lanson House, Ontario, near Madison.
Milburn Hotel, Monroe, near Wagon Works, W. Denning, proprietor.
New York House, 155 St. Clair, John George, proprietor.

Oliver House, Broadway, junction Ottawa, Donald McDonald, proprietor.
O'Reagan House, 52 St. Clair.
Oregon House, corner Front and Oak.
Railroad House, Air Line Junction, C. Rudolph, proprietor.
St. Charles Hotel, Ottawa, between Bridge and Lafayette, H. Baumbach, proprietor.
St. Elmo House, corner St. Clair and Madison, W. Burroughs, proprietor.
Temperance Hotel, Front, East Toledo, Mrs. H. Rodgers, proprietor.
Toledo House, 151 St. Clair, J. Mackin, proprietor.
Tremont House, corner Bridge and Ottawa, J. T. Gonzalus, proprietor.

House Movers.

Bauman Christian, 462 Michigan.
Jones, Joseph, 421 Huron.
Kisinger, Samuel S., 107 Illinois.
Schweikert, Adam, 644 Erie.
Smith, Alonzo, 455 Michigan.
Troxell, Christian, 464 Michigan.
Yoeck, Simon, 31 Woodruff avenue.

Ice-Dealers.

Bauer, Emil, 179 South St. Clair.
Elevator Ice Works, Bridge, R. B. Thomas, superintendent.
Huber Bros., 187 Summit.
Kohn & Steele, 75 Monroe.
Seek, L. J. & Co., corner Cherry and Summit.

Instrument Makers.

Beckman, Louis, 182 St. Clair.
Grah, William & Son, 226 Summit.

Iron and Heavy Hardware.

Bostwick, Braun & Co., foot of Monroe.
KAHLO & CROWE, 258 Summit.
Whitaker, Phillips & Co., 102 Summit.

Iron-Founders.

AINSLIE & MASTEN, Water, corner Lagrange.
BAKER & DEVELINE, 98 and 100 Erie.
Haughton & Kneisser, Huron, near Short.
Mooers, H. & Co., north-west corner Cherry and Water.
Russell & Thayer, proprietors Novelty Iron Works, corner Water and Lagrange.
VULCAN FOUNDRY AND MACHINE WORKS, Water, corner Lagrange.

Iron Manufacturers.

Smith Bridge Co., 7 to 10 Campbell's block.

Iron-Pig.

Gosline & Barbour, Water, corner Monroe.
Sweet, B. G., Summit, corner Monroe.

Iron Railing, &c.

Matheis, John, 123 Water.

Jewelers.

(*See, also, Watches and Jewelry.*)

Alcorn, W. W., 157 Summit.
Bliss, M. W., 30 Monroe.
Broer, Bernard, H., 242 South St. Clair.
Canneff, J. W., Oak, near Summit.
Conley, Martin C., 209 Summit.
Cook, H. T. & Co., 137 Summit and 37 Madison.
Isenthal, M., 35 Monroe.
McKINSTRY, SAMUEL C., 81 Summit (up-stairs.)
Nichols, William, 45 Summit.
Swarz, G., Summit, corner Cherry.
Tanke, J. Louis, 175 Summit.
Van Nortwick, Henry, 30 Front, east side.

Justices of the Peace.

RHOADES, E. H., 154 Summit.
Scott, C. I., 12 Gradolph block.
Seaman, I. K., 3 Anderson block.
Vetter, George, 2 Lenk's block.

Ladies' and Misses' Underwear.

BARKER, C., 109 Summit.
Black & Hofman, 193 St. Clair.
Davis Brothers, 151 Summit.
Mirck, Celia Miss, 115 Summit (up-stairs.)
Roth & Freedman, 105 Summit.

Lamps and Chandeliers.

Burnap & LeBaron, 108 Summit,
Barlow, A. W., 128 Summit.
Miller, J. W., 121 Monroe.

Land Agents.

Allen, Edson, 675 Erie.
KAHLO & CROWE, 258 Summit.

Mott, Richard, 46 Summit.
Sigerson, William & Co., 57 Madison.
White, Oscar, 7 Anderson block.
Wolcott Brothers, Fort Industry block.

Laundries.

Bowers & Fuller, 62 Cherry.
Hang, Lee & Co., 23 Perry.
Lee, E., 49 Adams.
TAYLOR & FISK, 170 Summit, proprietors Steam Laundry.

Lawyers.

Allen, Edson, 675 Erie.
Ashley & Pillars, 4 Fort Industry block.
Baker, William, 4 Hartford block.
Bassett, E. P., 369 St. Clair.
Bissell & Gorrill, 152 Summit.
Brown, J. Clarence, 9 Drummond block.
Buchanan & MacGahan, 7 Gradolph block.
Chamberlin, H. A., corn r Cherry and Summit.
Chase, John A., 1 Lenk block.
Clark, Albert G, 8 Anderson block.
Collins, Nye & Coffman, 38 and 39 Chamber of Commerce.
Commager & Tredwell, 5 and 6 Campbell block.
Corkery, T. J., 20 Hall block.
Crane, A. P., 4 Hartford block.
Curtin & Kennedy, 7 Hartford block.
Curtis, Cornelius S., 11 Lenk block.
Dodd, E. S., 92 St. Clair.
Dodge, C., 1 Lenk block.
Doyle, John H., 152 Summit.
Doyle, Michael R., 182 Illinois.
DUNLAP, THOMAS, 7 Chamber of Commerce.
Eaton, C, 78 Summit.
Eckert, A. W., 2 Myers' block.
Fitch, John Hon., 6 Gradolph block
Fitch, John, Jr., 6 Gradolph block.
Ford, Joseph D., 3 Hartford block.
Ford, S. A., 8 Anderson block.
France, C. F., 4 Merchants National bank building.
French, J. J., 8 Drummond block.
GERMOND, G. B., 27 Chamber of Commerce.
Greer & Tucker, 2 Hartford block.
Habercorn, L. W., 9 Gradolph block.
Hamilton, J. K, 3 Hartford block.
Harmon, Gilbert, 14 Drummond block.
Harrington, Nathaniel, 3 Myers' block.
Haynes & Potter, 36 Chamber of Commerce.

Hill, Charles W. & A. S., 8 Drummond block.
Houghton, A. H., 6 Hartford block.
Humphrey, George W., 5 Anderson block.
Kent, Newton & Pu sley, 4 and 5 Drummond block.
Lee, Brown & Hueston, Hall block.
Lee, Waggoner & Bloomer, 158 Summit.
Lemmon, Charles H., 3 Drummond block.
Lockwood & Everett, 1 Yeager block.
Lorenz, Henry S., 8 Hartford block.
McCulloch, Robert, 2 Anderson block.
McDonnell, T. J., 48 Summit.
McVey, A. H., 9 and 10, Hartford block.
Miller, Benjamin F., 2 Myers' block.
Millard, Irwin I., 152 Summit.
Murray, Jerome, 91 Summit.
OSBORN & SWAYNE, 12 Drummond block.
Platt, H. P., 2 Drummond block.
Pike & Hall, 1 Anderson block.
Potter, Emery D. Hon., Jefferson, corner Fourteenth.
Potter, Erskine H., 25 Chamber of Commerce.
Pratt & Wilson, 24 and 25 Chamber of Commerce.
Price & Macintosh, 4 King & Colburn block.
RAYMOND, ERWIN P., 1 Lenk block.
RHOADES, C. L., 1 Hartford block.
Rike, J. C., 1 Myers' block.
RITCHIE, HOWE & RITCHIE, 3 Lenk block.
SCRIBNER, HURD & SCRIBNER, 9 and 11 Drummond block.
Seney, J. R., 7 Drummond block.
Smith & Geddes, 154 Summit.
Thurston, W. S., 152 Summit.
Tolerton, E. W., 4 Anderson block.
Umsted, J. R., 11 Chamber of Commerce.
Waite, R. & E. T., 27 Chamber of Commerce.
Williams, E. W., 14 Drummond block.
Williams & Kumler, 150 Summit.

Leather and Findings.

Hubbard, F. & Co., 66 Summit.
Morey, John, 238 Summit.
OBRIST, A. & SON, 40 Summit.
Smith & Simmons, 70 Summit.

Lime Manufacturers.

GENOA LIME & CEMENT COMPANY, 82 Water, near Madison.
Holt & Habbeler, 60 Water.
Sawyer, C. H. & Co., 60 Water.

Linseed Oil Works.

Barney, Taylor & Co., Ottawa, south of Oliver House.

Liquors.

(*See, also, Wines and Liquors.*)

Brand, R. & Co., 148 St. Clair.
Epker, H. & Son, 31 Washington.
Entemann Brothers, 47 Monroe.
Fontaine, L. A. & Co., 176 Summit.
Franc, L. & Co., 64 Summit.
Herff Brothers, 29 and 31 Monroe.
Kreiter, Christ, 24 Perry.
Lohmann, Paul, 101 Monroe.
McNamee & Brady, 25 Summit.
Melchers, E., 103 Monroe.
O'Brien, M. & C., 60 Summit.
O'Neil, James, 32 and 34 St. Clair.
Stettiner, Landman & Co., 202 Summit.
Stettiner, H. & Co., 90 Monroe.
SULLIVAN, CHAFFEE & CO., 62 and 64 Ottawa.
Thorner & Cohen, 58 Monroe.

Livery, Boarding and Sale Stables.

ARMS & COX, 190, 192, 194 and 196 St. Clair.
Blodgett, W. C., 26 Vine.
FURNEY, JAMES, 9 Ottawa.
Henry, J. R., Tremont House.
Lesher, J. & Co., 111 and 115 St. Clair.
Popp, Joseph, 270 Summit, corner Lynn.
Purdy, J., Washington, corner Thirteenth.
Reisch, E., 6 Front.
Snell & Brown, Adams, corner Warren.
Walker, W. P., 82 South St. Clair.

Locksmiths.

Grah, William & Son, 226 Summit.
Martin, Christian, 28 Oak.
Schrank, C., 165 Washington.

Lumber Mills.

Bailey Brothers, Water foot of Ash.
Langendorf, Jacob, Starr avenue, east of city limits.
Mitchell & Rowland, near T., W. & W. Railway round house.
SMITH, DAVID, Water, foot of Cherry.
Tracey Brothers, Front, south of L. S. & M. S. Railway.

Lumber Merchants.

(*See Hardwood Lumber.*)

Bailey, Alanson, 3 Walbridge block.
Bliss, Nordsiek & Co., Hamilton, corner Division.

Chesebrough, Alonzo, Front, corner Navarre avenue.
Croninger, C. A., Erie, corner Lafayette.
Curtis & Brainard, St. Clair, near M. & E. canal.
DONOHUE & DUNNING, Dorr, corner C. S. R. R.
HOLLAND, NELSON & CO., Swan Creek, head of Superior.
Jacoby, E. 22 Summit.
Lawton Brothers, 66 and 68 St. Clair.
Lord, Samuel T., Phillips avenue, near L. S. & M. S. Railway.
McLaren & Sprague, St. Clair, near Swan Creek.
Miller, D. & F. G., Water, corner Magnolia.
PETER, WILLIAM, Swan Creek, head of Huron.
Sabin & Hutchins, 5 Walbridge block.
SAGE, H. W. & CO., 22 Erie, foot of Hamilton.
Skidmore, L. M., 110 Erie.
SMITH DAVID, Water, corner Walnut.
Smith, Kelley & Co., Lafayette, near Swan Creek.
Thomas & Wheeler, corner Hamilton and Bismarck.
WASON, H. C., Auburndale.
Waters, Thomas, 3 Walbridge block.
WALTERHOUSE, JOHN W., Water, foot of Oak.
Wheelock, Allen, 120 Washington.

Machinery and Tool Dealers.

AINSLIE & MASTEN, Water, corner Lagrange.
Russell & Thayer, Water, corner Lagrange.
SMITH, JONA., 84 St. Clair.
WOLCOTT, ROWE & CO., 81 and 83 St. Clair.

Machinery—Commission.

BARNES & DOOLITTLE, 144 Superior.

Machinists.

Haughton & Kneisser, Huron, near Short.
Henderson, Fulton, Lafayette, at Swan Creek.
Martin, Christian, 28 Oak.
Mooers, H. & Co., Water, foot of Cherry.
Russell & Thayer, proprietors Novelty Iron Works, foot of Lagrange.
SMITH, JONA., 84 St. Clair.
Wolcott, Rowe & Co., 81 and 83 St. Clair.
VULCAN FOUNDRY AND MACHINE WORKS, office, Water, corner Lagrange.

Malt.

Finlay, W. J., corner Summit and Cedar.
GREEN, W. & BRO., 56 and 58 South St. Clair.

Mantles—Marble.

Bridgeman, T. S. & Co., Campbell block.
Clarke, S., Monroe, corner Erie.

O'Farrell, John, 214 Summit.
Woodruff, Thos. H., 151 Huron.

Map Publisher.

Stebbins, Henry S., 291 St. Clair.

Marble Dealers.

CLARKE, S., Monroe, corner Erie.
ECKHARDT BROS., corner Lagrange and Bancroft,
Lloyd, E. S. & Bros., corner Adams and 11th.
O'FARRELL, JOHN, 214 Summit.
Toledo Marble Co, Swan Creek, near Lafayette.
Woodruff, Thos. H., 151 Huron.

Marking Plates.

Canneff, J. J., 240 Summit.

Masons and Contractors.

(*See, also, Builders and Contractors.*)

Boice, R. V., corner Monroe and Twenty-third.
Brown, William A., 388 Ontario.
Glover, Henry B., west side Hoag, three doors north of Dorr.
Knapp, Edwin, 651 Broadway.
Lynch, John, Twelfth, near Washington.
Whittingham, Charles, 14 Fort Industry block.
Williams, Henry, 153 Oak.

Meat Markets.

Almonrode, W., 46 Front.
Antanreid, George, 79 Superior.
Bennra, Charles, corner Oliver and Knapp.
Binz, Charles, corner Erie and Vance.
Bolg, George J., 121 Stickney avenue.
Byrne, John D., 322 Adams.
Casten, J. F., 17 Dorr.
Chapman, H. T., Monroe, near Wagon Works.
Cooper, John, corner Erie and Buffalo.
Duck, J., 92 Monroe.
Duck, Martin, 154 Washington.
Durien, William, 168 Walnut.
Eichenlaub, G. F., 105 Adams.
Ernst, Christian, 123 Monroe.
Fallon, J., 73 Monroe.
Farrell, Owen, 5 Missouri.
Faulkner, Charles H.
Fitzgerald, T. E., 101 Adams.
Flint, A. & Co, corner Adams and Putnam.
Folger, Jacob, 35 Washington.
Forster, Thomas W., 114 Cherry, East Toledo.

Graft, Thomas, 163 Washington.
Grossenbacher, Fred., 209 Cherry.
Hainbuch, H., 395 Summit.
Hennig, Frederick J., corner Fifteenth and Washington.
Herroeder Bros., 597 Huron.
Herzig, John S., 119 Erie.
Hinske, John, 200 Indiana avenue.
Hoffman, John M., corner Walnut and Bancroft.
Huiss, John, corner Maumee and Crittenden avenues.
Jeiter, Jacob, 38 Front.
Johnson, Henry, 293 Broadway.
Kienle, John, corner Cherry and George.
Klein, M. H. L. & Co., 101 Cherry.
Kopf, M., 83 Monroe.
Knegel & Schulze, Cherry, corner George.
Kurtz, Jacob, 259 Summit.
Leddy, Dennis, 114 E. Cherry.
Love, Benjamin, 133 Adams.
Maag, J. J., Adams, corner Putnam.
Mackey, William, corner Ash and Huron.
Matthews, John, corner Lafayette and Lenk.
McClain, U., 77 Cherry.
McCormick, J. J., 221 Monroe.
Meister, George, corner Nebraska Avenue and Division.
Myers, C., Adams, corner Superior.
Oberle, John P., 167 Locust.
Parker, J. A., 70 Monroe.
Raitz, Benjamin, 355 Summit.
Reed, Samuel, corner Dorr and Heston.
Robertson & Park, 101 Adams.
Robertson, J., 107 Water
Rothfuffe, M., 376 Adams
Saucke, F., 99 St. Clair.
Saucke, H , 99 Market Space.
Saucke, William, 291 Cherry.
Sihler, Leonhard, 48 South St. Clair.
Stammann, Chris., Hamilton, near Lenk.
Stempfle, Anthony, corner Walnut and Page.
Stroinski, John, north side Vance, two doors west of Hoag.
Tillman, Frank, 280 South St. Clair.
Umstaedter, Peter, 159 Cherry.
Vanhellen, H., 419 Summit.
Walker, S. S., Ash, corner Superior.
Weber, Jacob, corner Brush and Ontario.
Weidemann, Ernst, 173 Lagrange.
Williams, F. J., 103 Adams.
Wilson, John M., Dorr, near Hoag.
Wolff, David M., 31 Lafayette.
Wolff, Henry, 395 Summit.

Mercantile Agency.

Dun, R. G. & Co., S. H. Austin, 5 Board of Trade.

Merchandise Broker.

Keys, John B., 10 Water.

Merchant Tailors.

(*See also Drapers and Tailors.*)

BUCK, C. H., 159 Summit.
Buelow, A., 184 St. Clair.
Clark, Bros., 101 Summit.
Daiber, John, 55 Summit.
Elliott, J. W., 44 Madison.
Eppstein, Max M., 65 Summit.
GRANGER, V. W., 145 Summit.
Hassenzahl & Breser, 64 Cherry.
Herrann, J. B., 183 Summit.
Keip, Mathias, 35 Summit.
Ketternan, John, Broadway.
Kinker, H. & Co., 242 South St. Clair.
Krieger, Fredrick, 101 Cherry.
Machen, A. & Co., 238 and 240 St. Clair.
Metzger, J., Vinton, corner Harrison.
Riley, J. & Son, 3 Bridge.
Robertson, William, 41 Madison.
Schmidt, Martin, Starr avenue, near Cherry.
Sievert, John, 110 Adams.
Sullivan, M. & Co., Broadway.
THOMAS, JAMES H., 213 Summit.
Thornberry, J. F., 61 Monroe,
Tutter, George, 73 Monroe.
Zander, F., 106 Monroe.

Merchants—Commission.

(*See Grain and Com. Merchants.*)

Mill Gearing.

Mooers, H. & Co., Water, corner Cherry.

Mill Supplies.

Parrott, J. S., 138 St. Clair.

Milliners and Millinery.

Bennett, O. E. Mrs., 46 Madison.
Billstein, Moses, 311 Broadway.
Bloomfield, R. Mrs., 119 Summit.
Brown, E. D., Front, corner Bridge.

Butterfield, M. A., 8 Front.
Campton, Imogene Mrs., 99 Lagrange.
Crawford, A. J. Mrs., 324 Adams.
Gable, Dora Miss, 171 Cherry.
Hainer, R. H. Mrs., 347 Summit.
Halford, A. Mrs., Dorr, corner Hoag.
Hibben, O. H. Mrs., Hall block.
Hug, Mary A. Mrs., 357 Summit.
Keating, S. Mrs., 93 Lagrange.
Kinney, E. S. Miss, 61 Adams.
Kleper, F., 234 South St. Clair.
Klives, Lena Mrs., 47 Washington.
Koehler, M. Mrs., 264 Cherry.
Krebs, Anna Miss, 43 State.
Lahany, Maria Mrs., 159 Washington.
LeBaron, Tribou E., Madison.
Mensing, Catharine, 57 South St. Clair.
Merker, R. Mrs., Cherry, near Front, East Toledo.
Monaghan, Ann Miss, 167 Washington.
Nellis, M. R. Miss, 97 Summit.
Stautzenbach, Lena Miss, 175 Tecumseh.
Thomas, R. Mrs., 183 Summit.
Walsh, S. J. Mrs., 680 Erie.
White, E. M. Mrs., 221 Summit.
Wolf, C. Mrs., 195 Summit.

Millinery Goods.

BARKER, C., 109 Summit.
Herrman Brothers, 72 Summit.
PICKENS & PLUMER, 120 and 122 Summit, up-stairs.
Whittlesey & Cassady, 78 Summit, up-stairs.

Millers.

Brown & Allyn, Farmers' Mills, West Toledo.
Fallis & Linton, Summit, west corner Oak.
Mallory & Plank, Home Mills, Erie, west corner Lafayette.
Pilliod, Augustine, lock 2, foot of Vinton.
Reynolds Brothers, proprietors Armada Mills; office, Water, near Adams.
TAYLOR, A. A., proprietor Manhattan Mills, North Toledo.
Vanderburgh, O. P. & Co., Model Mills, Cherry street.

Money Brokers.

Mallett, B. F., 152 Summit.
RAFFENSPERGER, H. J., 1 Myers' block.
Pomeroy, George E. & Son, 168 Summit.
Raymer, Seagrave & Co.. 44 Summit, corner Monroe.
Raymond, Paul, 7 Lenk block.

Mouldings.

Osborn, Chase & Swayne, corner Mulberry and Champlain..
Zerk & Mueller Manufacturing Company, corner Hamilton and Erie.

Mowers and Reapers.

(*See Agricultural Implements.*)

Musical Instruments.

Dondore, C. T., 157 Summit.
Fisher. A. W., 175 Summit.
Rosa, C. H., 181 Summit.
Whitney & Currier, 111 Summit.

Music Publisher.

Whitney, W. W., 111 Summit.

Music Teachers.

(*See Vocal Teachers.*)

Beach, S. J., Miss, 173 Summit.
Brown, Henry W., South, near Broadway.
Dana, Lucy H., 53 S St. Clair.
Ecker, Theodore, 111 Summit.
Hensel, J., room 12, Lenk's block.
Lewis, Mary Miss, Fasset, corner Utah.
MATHIAS, LOUIS, 305 Summit.
Mettler, Jennie Miss, Utah, near Fort.
Meyerhoff, L., 111 Summit.
Moulton, Miss N. E., 305 Thirteenth.
Pierson, Eliza Mrs., 442 Superior.
Shelton, S. A. Miss, 130 Jefferson.
Shelton, L. Miss, 130 Jefferson.
Staylin, Mrs. A., Pelton block.

Neck Yoke Rings.

Bingham, S. D. & Co., 57 Adams.

Newspapers and Publications.

American Farm Journal, 152 St. Clair.
Barkdull Daily R. R. Bulletin, 172 Summit.
Industrial News, 5 Fort Industry block.
Northern Ohio Democrat, 92 St. Clair.
Our Boys, 218 Summit.
Scientific Monthly, 6 Gradolph block.
The Evening Bee, 79 St. Clair.
The Social Mirror, 7 Chamber of Commerce.
Toledo Argus, 78 Summit.

Toledo Blade, 152 St Clair.
Toledo Commercial, 178 Summit.
Toledo East Side, Front, corner Cherry.
Toledo Express, 150 Summit.
Toledo Review, 224 Summit.
Toledo Sunday Journal, 79 St. Clair.
Whitney's Musical Guest, 111 Summit.

Newspaper Depots.

Boody House, corner St. Clair and Madison.
Brown & Faunce, 115 Summit.
Brown, T. J., Eager & Co., 163 Summit.
Hunter, John, 4 Bridge.
Hamnett, W. C. & Co., 35 Monroe.
Hoerr, Lewis, Summit, corner Orange.
Island House, Middle Ground.
Newton, Robert E., 55 Monroe.
Wilber & Co, R. M., 39 Madison.
Young, R. A., 88 Cherry.

Notions and Fancy Goods.

(*See Fancy Goods and Notions.*)

Nurseries.

Buckeye Nursery, Starr avenue, East Toledo, Augustus Brown, proprietor.
Great Western Nursery, East Toledo, A. W. Maddocks, proprietor.
Heinl & Philipps, Bancroft, near Adams.
Schram, Bernard, Lagrange, at city limits.
Suder, Ewald, proprietor Floral Garden, Cherry, near Central avenue.
Toledo Nursery, Lagrange, near Franklin avenue, George Baker, proprietor.

Oculists.

Allen, C. B., 280 Adams.
Curry, J. H., 3 and 4 Campbell block.
Delano, M. F., 211 Summit.

Optician.

Beckman, L., 182 St. Clair.

Packers.

Brown, W. O., 16 to 26 Adams.
King, C. A., Front, East Toledo.
Grossenbacher, F., 209 Cherry.
KELSEY, J. W. & SONS, 106, 108 and 110 Superior.

Packing Box.

Abair, Skidmore & Co., 110 Erie.
Ludwig, Frank, Erie, North Toledo.
Wilson, George, 333 Erie.

Painters and Glaziers.

BIVENS, GRAY & CO., 220 Summit.
Blanchett, Alfred, 340 Summit.
CHENEY, W. C., 210 Summit.
Dewey, Dewitt C., 14 Water.
Dimmer, Jacob, 374 Walnut.
Domhof, Henry, 542 Michigan.
Dunsby, G. B., 845 Erie.
Gates & Lippert, Cherry, corner Seneca.
Hartman, August F., 112 Washington.
Jones, C. S., Dorr, corner Bell avenue.
Marshall, J. W., 33 St. Clair.
Murphy, Michael, 25 Adams.
Narramore, Joseph R., Horace, corner Beacon.
Romeis, J. C., corner Irving and Putnam.
Semon & Garwood, 51 Oak.
Snead & Evans, Michigan, near Madison.
Tenney & Tufts, 51 Oak.
Williston & Gove, 149 Adams.

Painters.

(*Fresco and Ornamental.*)

Fister, George H., Broadway, corner Segur avenue.
Frutziger, John, Wasaon, near Western avenue.
Hall & Brown, 170 Summit.
Kellogg, Harry, 557 Broadway.
Thiem, August, 20 George.

Painters.

(*Sign and Ornamental.*)

Ball, A. W., 9 King's block, Water.
Fister, G. H., 317 Broadway.
Hall & Brown, 170 Summit.
Ingold, Fritz W., 331 Summit.
Miller, Charles, St. Clair, near Logan.
Tower & Smith, 55 Adams, Trinity block.
Yost, William, 21 Hewey.

Paints, Oil and Glass.

Bivins, Gray & Co., 220 Summit.
Eversman, E. A., 237 S. St. Clair.
Hall & Brown, 170 Summit.
Hoag & Neel, 64 Monroe.
Reed, Williams & Co., 141 and 143 St. Clair.
Russell, E. M., 293 Summit.
Ruter, E. & Co., 38 Monroe.
Taylor, E. A. & Co., 106 Adams.
West & Truax, 128½ and 130 Summit.

Paper Bags.

Ohio and Michigan Paper Company, 144 St. Clair.

Paper Box Manufacturers.

BLADE PRINTING & PAPER CO., 154 St. Clair.
Frey, Julius T., 35 Monroe.

Paper Hangers.

Cheney, W. C., 210 Summit.
Dunsby, G. B., 845 Erie.
Hall & Brown, 170 Summit.
Pennell, George R., with Brown & Faunce, 115 Summit.

Patent Medicines.

Owens, Horatio R., 130 Summit.

Pawn Brokers.

Oesterman, Nathan B., 57 Monroe.
Wallace, William, 199 Summit.

Perfumery Manufacturers.

Lorenz Brothers, 158 Jefferson.

Pharmacy.

Bailey, S. & Co., 209 St. Clair.

Photographers.

Alley, E. H., 324 Superior.
Babcock, William R., 235 Summit.
Chesebro, Giles H., 207 Summit.
Fields, George, 55 and 57 Summit.
Hosley, William H., 54 First.
Koella, John, corner Division and Vance.
North & Oswald, room 45, Hall block.
Robinson & Biddle, 181 Summit.
Wing, S., 61 Summit.
Wunder, Hartford block.

Physicians and Surgeons.

Bailey, S., 209 St. Clair.
Barlow, A. C., 1 Hartford block.
Beach, Moses T., 101 St. Clair.
Bergen, S. H., 375 St. Clair, near Cherry.
Bigelow, Asa, 85 Jefferson.
Bodman, Lewis H , Cherry, corner Erie.
Bond, John W., 183 Madison.

Bostater, A. J., 667 Broadway.
Bowen, G. W., 31 Jefferson.
Chamberlain. H. D. & C. S., 315 Broadway.
Chamberlin, D. P., 281 Superior.
Chapman, William C , 340 Adams.
Cherry, William, 64 Cherry.
Clark, Jacob, Summit, 2 doors west of Bush.
Clegg, John, 78 Adams.
Coldham, James, 216 Michigan.
Collamore, George A., 207 Washington.
Cooke, J. M., 31 Jefferson.
Darst, Henry H., 138 Broadway.
Douglass, W. M., 168 Lagrange.
Duncan, James, 313 Broadway.
Felch, T., Campbell block.
Fenneberg, Gustavus, 74 Washington.
Fisher, A. W., corner Adams and St. Clair.
Forbes, Samuel F , 159 Superior.
Ford, S. D., 6 Walbridge block, Bridge.
Gaylord, E. P., south corner Adams and St. Clair.
Gillette, Charles W., 450 Ontario.
Goodwin, Edward M., 4 Yeager block.
Gorsuch, L. L., Walbridge block, Bridge.
Green, Joel, Jr., 31 Jefferson.
Guillemot, E., 283 Walnut.
Haney, Horace J., 73 Cherry.
Higgins, Charles W., 283 Superior.
Highwarden, Joshua, 2 Gitskey's block.
Hipp, August F., north side of Nebraska avenue, four doors west of Division.
Hohly, Frederick, 95 Lafayette.
Kimball, Edwin L., corner Adams and Franklin avenue.
Jaeger, Frederick, 30 Front, East Toledo.
Jennings, William H., 149 Walbridge avenue.
JONES, WILLIAM W., 35 Jefferson.
Jungblut, Max, 188 Huron.
Kirkley, Cyrus A., 168 Washington.
Kitchen, Francis A., south side of Jefferson, three doors west of Twenty-first.
Klauser, Francis J., 94 Cherry.
Larimore, A. J., 6 Gitskey block.
Lawless, James T., 327 Broadway.
Lehman, Herman, 257 Cherry.
Logan, William H., 307 Superior.
LUNGREN, S. S., 363 St. Clair.
Miller, D. B., Monroe, corner Thirteenth.
Nolen, James G., 476 Erie.
OBERMILLER, MEINROD, 367 St. Clair.
Parcels, W. H., 47 Summit.

Parker, Sewell S., 62 Cherry.
Parmelee, M. H., Adams, corner Franklin avenue.
Picking, Samuel N., 10 Lenk block.
Priest, Jonathan, Front, near Fassett.
Rausch, C. A., Missouri, two doors east of Brown avenue.
Reed, Calvin H., 61 South St. Clair.
Ridenour, William T., 223 Superior.
Robinson, T., 101 Summit.
Root, Henry A., Adams, corner Superior.
Rowsey, William T., 110 Lagrange.
Roys, E. M. Miss, 83 Jefferson.
Rutter, Benjamin, 8 Front.
Scheble, A. E., Trinity block.
Schnetzler, M., 101 Lagrange.
Skinner, Samuel W., 31 Jefferson.
SQUIRE, JOAB, Cherry, near Front.
Stanton, L., corner South and Congress.
STRAIN, JOHN F., Empire, foot of Sixteenth.
Sturgeon, David B., 6 Yeager block.
Taylor, I. C., 1 Brown's block.
Thomas, Sidney S., 6 Lenk block.
Thorn, Samuel S., 66 Lagrange.
Timpany, R. H., Myers' block.
Trutton, James L., corner Front and Bridge.
Ulrich, Edward, corner Summit and Cherry.
Waddel, Thomas, 649 Huron.
Waddick, James M., 53 South St. Clair.
Warner, W. Brown, 55 Summit.
Weustefeld, Ernst, Nebraska avenue.
Wilford, John B., 142 St. Clair.
Wilson, F. P., Cherry, near First, East Toledo.
Woods, J. T., 11 Gradolph block.
Yingling, D., 1 Brown's block.

Pianos and Organs.

Dondore, C. T., 157 Summit.
Fischer, A. W., 221 Summit.
Rosa, C. H., 181 Summit.
Whitney & Currier, 111 Summit.

Pictures and Picture Frames.

Brereton, James, 248 Summit.
Crapo, D. J., 205 St. Clair.
Frost & Williams, 147 Summit.
Hoerr, Louis, 175 Summit.
Trost, Gustav, 181 Summit.

Planing Mills.

Abair, Skidmore & Co., 110 Erie.
Boyd, H. A., St. Clair, near Swan Creek.
Croninger, C. A., corner Erie and Lafayette.
Gladieux, Victor, corner Fifth and Cherry.
Hall, C. W. & Co., 383 Ontario.
Keeler, Theodore, 175 Water.
Mitchell & Rowland Lumber Co., Maumee river, near T. W. & W. Railway roundhouse.
Murphy, John, Superior, near Bush.
SANFLEET, J. V., Vine, between Summit and Water.
Schroeder, C. H. & Co., 122 Erie.
WESTERN MANUFACTURING CO., Water, corner Vine.
Zerk & Mueller Manufacturing Co., corner Erie and Hamilton.

Plaster and Cement.

GENOA LIME AND CEMENT CO., 82 Water.
Hunter, R., Water, between Buffalo and Ash.

Plasterers—Ornamental.

FLEMING, JOSEPH, Ontario, corner Oak.
Fournier, Aug., corner Oak and Tenth.
McDonough, Charles, corner Tenth and Oak.

Plated Ware.

Alcorn, W. W., 157 Summit.
Barlow, A. W., 128 Summit.
Burnap & LeBaron, 110 Summit.
Cook, H. T. & Co., 137 Summit and 37 Madison.

Platers—Gold and Silver.

Hills, T. J., 248 Summit.
Sawkins, A. H., 224 Summit.
St. Arnaud, Oliver, 209 Summit.

Plumbers.

Beach & Rood, 219 Summit.
Gould Brothers, 34 Jefferson.
Groenewald & Wilsdon, 103 St. Clair.
SHAW, KENDALL & CO., 85 and 87 St. Clair.
Waite & Williams, 73 Madison.

Portable Mills.

Parrot, J. S., 138 St. Clair.

Portrait and Crayon Artists.

Mills, S. J., Campbell block.
THOMPSON, C. O., 47 and 49 Summit.
Van Loo, W. F., 183 Summit.

Printing—Book and Job.

Barkdull Printing House, 172 Summit.
Bender, Joseph, 150 Summit.
BLADE PRINTING & PAPER CO., 154 St. Clair.
Darke, George A., Cherry, corner Front.
Fulsom, S. & Co., 133 Summit.
Montgomery & Vrooman, 92 St. Clair.
Rausch, E. V. E., 5 Fort Industry Block.
Spear, Johnson & Co., 139 St. Clair.
Timmers & Knight, 84 Water.
TOLEDO COMMERCIAL CO., 178 Summit.
Toledo Printing & Publishing Co., 79 St. Clair.
Wade, B. F. & Co., 88 and 90 St. Clair.

Pump Manufacturers.

North Western Pump Co., Maumee avenue, near railroad bridge.
OHIO PUMP CO., Abair, Skidmore & Co., 110 Erie.
Toledo Pump Co., junction Maumee avenue and Railroad avenue.

Rag Stores.

Cozens, E. A., Water. corner Jefferson.
Goldberg, A. & Co., Oak, near Water.
MAHER, J. S., Monroe, corner Nettie.

Real Estate Dealers.

(*See, also, Agents Real Estate.*)

Benedict, G. W., 158 Summit.
Bishop, W. S., Monroe, near Wagon Works.
Brown, T. P., 44 Summit.
Clark, Albert, G., 8 Anderson block.
CORBUSIER, J. A., 10 Board of Trade building.
Daniels, Charles F , 4 Gitskey block.
Douglass, Haskins & Co., 80½ Adams.
Fitch, John, 6 Gradolph block.
Foulkes, Richard R. & Son, 160 Cherry.
Gunckel, J. E., 8 Hartford block.
Hannon Brothers, 22 Summit.
Harris, Sawyer & Rawle, 152 Summit.
Hiett, J. W., 9 Hartford block.
Howland, H. N., Bridge, corner Front.
Huberich, Conrad, 167 Hamilton.

Johnson, J. M., 158 Summit.
Lee, Waggoner & Bloomer, 158 Summit.
Lewis, E. T., 78 Summit.
Lipcombe, G. W., 6 Fort Industry block.
Machen, H. P. L., Jr., 50 Hall block.
Mott, Richard, 46 Summit.
Morris, Calvary A., 289 Summit.
Myers, James W., 8 Myers' block.
Nessle, J. I., 10 Chamber of Commerce.
Nichols & Colby, 7 Hartford block.
Paige, Joseph, east side Collingwood avenue, junction Ashland ave.
Parker, J. A., Cherry, corner Second.
PEASE & COLLINS, 98 Water.
Philipps, Henry, 1 Fort Industry block.
Plain, M. W., Yeager block.
Platt, H. P., 2 Drummond block.
Raymond, Paul, 7 Lenk block.
Rowsey, Charles A., 104 Lagrange.
St. John & Norton, 289 Summit, corner Cherry.
Scott, F. J., 11 Chamber of Commerce.
Scott, W. H., 154 Summit.
Seaman, I. K., 3 Anderson block.
Segur, Daniel, 288 Broadway.
Sigerson, Wm. & Co., 57 Madison.
Slater Brothers, 9 Lenk block.
Smiley, James B., 30 Chamber of Commerce.
Stahl, G. C., 80½ Adams.
Stebbins, George, 133 Summit.
Swayne, Wager, 12 Drummond block.
Thomas, E. A., 152 Summit.
Tracey, Henry S., 6 Hartford Block.
Waggoner, S., 2 Anderson block.
White, Oscar, Dr., 2 Anderson block.
WHITE, W. W., 5 Hall block.
WOLCOTT BROTHERS, Chamber of Commerce.

Reapers and Mowers.

Clarke, P. T. & Sons, 252 Summit.
Toledo Agricultural Works, Curtis, between Lenk and Western ave.
Wiseman, P. S., 152 Superior.

Refrigerators.

(*Manufacturer.*)

STEVENS, B. A., corner Erie and Lafayette.

Restaurants.

(*See, also, Dining Rooms.*)

Allen, A., 129 Summit.
Conlisk, J., 116 Adams.

Conway, John A., 201 Summit.
Court House Exchange, 135 Adams.
Dash, H. G., 150 Summit.
Englehardt, Jacob. 24 Summit, basement.
Grandy, Isaac, 28 Perry.
Helbing, H., Plumey's block.
Just & Beehler, 137 St. Clair.
Littin, M., 36 Monroe.
Lemont, C. R., 27 Perry.
Moore, J. R., 130 Adams.
Nellis, Henry, 53 Summit.
Palace Dining Hall, 179 Summit.
Pfeifer, Charles J., 149 St. Clair.
St. Nicholas, corner Water and Madison.
Schultz, C. L. W., 145 Adams.
Speas, Fred. W., 25 Perry.
Staiger, C., 66 Ottawa.
Villhauer, John, 37 Summit.
Wehe, Fred. Wm., 66 Cherry.
Wyek, Peter, 2 Bridge.

Roofers.

BEEMAN, WM. H., Composition Gravel Roofer, corner Jefferson and Fifteenth.
Laidlaw, P. B., Slate Roofer, 170 Summit.
Osborne, S., manufacturer Gilbert's Patent Gravel Roofing, 107 Eighteenth.
Price, Walter, Slate Roofer and dealer in Slate, 229 Summit.

Safes—Burglar and Fire Proof.

Hamilton & Co., 94 Summit.
Pixley, H. M. & Son, 50 Summit, agents McNeale & Urban, Cincinnati.

Sail Makers.

WILCOX BROTHERS, 64 and 66 Water.

Saloons.

Ackerman, H., Summit, near Tecumseh.
Albert, A., Water, near Locust.
Allgier, J., 393 Summit.
Anhalt, N., 298 Summit.
Annamosa, C., 20 Wabash.
Ashe, W. R., 24 Perry.
Auer, J. C., Cherry, near Summit.
Baumbach, H., 59 Summit.
Beans, A. J., 552 Michigan.
Beckmeyer, W., 25 St. Clair.

Birkenhauer, R., 2 Bridge.
Blentz, A., 12 Ottawa.
Bolen, J. H., St. Clair, near Washington.
BOLLINI, R., 109 Superior.
Bower, P. J., 106 Cherry.
Bruder, Gustav, 54 Monroe.
Buchert, G., Second, corner Cherry.
Bunce, C., 120 Superior.
Burnet, E. S., Perry, corner Summit.
Burton, Minnie Miss, 51 St. Clair.
Button, A. M., Walnut, near Summit.
Barther, W. R., 39 Monroe.
Bardley, C. F., 3 Oak.
Bayerline, G., Water, corner Madison.
Carsner, Isabella, Walnut, near Summit.
Chase, Chas. A., 212 Summit.
Choffat, J., 197 Summit.
Cochrane, P. M., 113 Water.
Coleman & Hoffman, 31 Summit.
Conlisk, M., 150 Washington.
Conway, J. A., 201 Summit.
Cook, S. H., 51 Monroe.
Deshelter, J., 301 Summit.
Diebal, C., 245 Summit.
Duggan, J., 49 St. Clair.
Dussel, J., 101 Erie.
Eberle, P., 103 Superior.
Edler, H., 202 Erie.
Eisinger, J. G., St. Clair, near Washington.
Elmore, P. F., 111 Superior.
Engel, C., 175 Erie.
Engelhart, J., 22 Summit.
Eppe, M., 109 St. Clair.
Evoy, M., 29 St. Clair.
Fink, M., 34 Front.
Geisert, C., 263 Summit.
Glenden, E., 10 Ottawa.
Glenden, M., Walnut, near Summit.
Hakeous, J., Summit, corner Walnut.
Hamm, J., St. Clair, near Clayton.
Hand, A. J., 202 St. Clair.
Hanlon, Q., Lafayette, corner Fifteenth.
Hanner, Louis, 257 Summit.
Harp, Charles, Oak, corner Second.
Harp, Peter, 101 Cherry.
Hatch, S. B., 203 Summit.
Hauser, J. M., 225 Summit.
Herzig, J. S., 119 Erie.
Hiftlein, J., 165 Lagrange.

Hilt, John, 173 Cherry.
Howe, Richard, 92 Superior.
Hulce, Henry, Cherry, near Front.
Hummel, W. E., Summit, corner Elm.
Jacobi, John, 33 Summit.
Jacoby, Peter, 177 Cherry
Jahn, Louis, Hamilton, corner Lenk.
Johnson, Charles, 65 St. Clair.
Johnson, W. A., 294 Summit.
Johnson, W. S., Dorr, corner Hoag.
Kefel, John, Magnolia, corner Ontario.
Keiser, M., 98 Broadway.
Klotz, J., 37 Washington.
Klumpp, R., 50 Adams,
Knapp Brothers, 129 Summit.
Kramer, Jacob, 171 Hamilton.
Leroux, T., 72 Cherry.
Letteniker, P,, Tecumseh, corner Fifteenth.
Littin, M., 36 Monroe.
Locher, John, 28 Perry.
Lutz, Jacob, St. Clair.
Maitland Brothers, 182 Summit.
Maunbach, M., 101 St. Clair.
Myers, E. Mrs., 43 Washington.
McCaron, F. E., Vance, corner Fifteenth.
MEYER, JOHN, 173 Erie.
Mezzett, M., 50 St. Clair.
Miller, Anton, 211 Nebraska avenue.
Milverstedt., C., 93 St. Clair.
Mending, George, Cherry, near Front.
Mitchell, John, 191 Summit.
Moore, John, 241 Summit.
Munding, George, Cherry, corner First.
Munch & Son, First, corner Oak.
Newton, Thomas E , 1876 Broadway.
Niess, F., 187 Nebraska avenue.
NOLAN, JAMES, Dorr, two doors from Hester.
O'Connor, M. Mrs., Water, corner Locust.
Palmer, J., 18 Oak.
Pidgon, J., 353 Summit.
Prairie & Carmel, 223 Cherry.
Ragen, E., 18 Front.
Rieger, F., 342 Summit.
Ries, L., 199 Erie.
Richler, K. G., 157 Cherry.
Robeson, Charles, Monroe, opposite Wagon Works.
Schalling, John, Locust, corner Ontario.
Schlatter, John, 38 Hamilton.
Schmeltz, A., 623 Michigan.

Schneider, Jacob, 215 Cherry.
Schneider, N., 5 St. Clair.
Schneider, P., 288 Summit.
Schoke, H., St. Clair, corner Logan.
Scholl, E., 249 Cherry.
Schuh, E., Front, between Bridge and Cherry.
Schultz, W., 145 Adams.
Sackman, J. G., 63 Cherry.
Sandner, M., Bridge, near Fourth.
Sauzenbacher, D., 197 Erie.
Sauzenbacher, J., Erie, corner Vance.
SCHICK, FREDERICK, 7 St. Clair, near the bridge.
Schillinger, Peter, 300 Cherry.
Sippach, Julius, 247 Summit.
Steinman, John, 327 Summit.
Smith, C., 161 Erie.
Speas, Fred. W., 25 Perry.
Spenker, Louis, 111 Erie.
Speyer, G. W., 135 Adams.
SQUIRES, O. H., 60 Cherry.
STEINBRECKER, C., 20 and 22 Perry.
Surgart, J. R., 140 South St. Clair.
Sutter, Jacob, Nebraska avenue, corner Fifteenth.
Teubitz, L., Monroe, opposite Wagon Works.
Textor, W., Front, near Fassett.
Thompson, E. A. Mrs., 104 Cherry.
Trear & Schneider, 66 Cherry.
Villhauer, C., 33 Washington.
Villhauer, J., 37 Summit.
Vischer, O. C., 97 Superior.
Wagner, F., 89 St. Clair.
Wallace, R. J., 22 and 133 Summit.
Welland, A., 323 Summit.
Welshoefer, C. F., 39 Summit.
Wilk, Christ., Bancroft, corner Mulberry.
Winch, H., 49 Summit.
Wohlleb & Son, 333 Summit.
Wolf, John, Hamilton.
Wolf, William, 118 Monroe.
Wolf, P., Lafayette, corner Huron.
Wyeck, Peter, 2 Bridge.
Yeslin, C. F., Oak, corner First.
Young, J., Cherry, corner Michigan,
Zimmerman, J., Bridge, corner Starr avenue.

Saloons—Billiard.

Boody House, St. Clair, corner Madison.
Bradley, J. H., Front, corner Cherry.
Buenning, J., 90 Lagrange.

Burde, August, 207 Summit.
Carll Brothers, 49 Monroe.
Dash, Henry G., 150 Summit.
Diebel, Frederick, 407 Summit.
Goergon, John, 26 Perry.
Helburg, H., Front, between Bridge and Cherry.
Josenhans, Charles, 162 Summit.
Kramer, Jacob, 171 Hamilton.
Leroux, T., 72 Cherry.
Villhauer, Charles, 33 Washington.

Salt.

King, C. A. & Co., 98 Water.
Scott, C. B., 76 Water.
Wiltbank & Co., 21 Madison.

Salt Manufacturers

PETER, WILLIAM, salt works, Bay City, Michigan; office, corner Huron and Short.
SAGE, H. W. & CO., salt works, Wenona, Michigan; office, Erie, foot of Hamilton.

Sash, Doors and Blinds.

Abair & Goulet, 175 Water.
Hall, C. W. & Co., 383 Ontario.
Nagely, J. & Co., 110 Erie.
PETER, W., St. Clair, near Swan Creek.
SANFLEET, J. V., Vine.
Schroeder, C. H. & Co., Erie, corner Nebraska avenue.
Wales Manufacturing Co., Superior, corner Swan Creek.
WESTERN MANUFACTURING CO., Water, corner Vine.
Zerk & Mueller Manufacturing Co., corner Erie and Hamilton.

Savings and Building Loan Associations.

(*See Banks, Saving.*)

Saw Manufacturers.

Peckham, E. G., 82 and 84 St. Clair.
Union Saw Works, Munroe, Tillinghast & Co., 108 Erie.

Scales.

Breckenridge & Co., 54 and 56 Summit.
Hamilton & Co., 94 and 96 Summit.
Whitaker, Phillips & Co., 102 Summit.

Seeds.

Arbuckle & Ryan, 79 and 81 Monroe.
Clarke, P. T. & Sons, 250 and 252 Summit.
Koch, E. W. E., 48 Summit.

Second Hand Clothing.

Cohen, Phillip, 405 Summit.
Flanagan, Charles, 23 Perry.
Levi, Moses, 341 Summit.
Oesterman, N D., 57 Monroe.
Solomon, Henry, 31 Perry.
Van Noorden, S., 231 Summit.

Sewerage Pipe and Tile.

Sawyer, C. H. & Co., 16 Water.
Hunter, Robert, Water, near Bush.
Toledo Frear Stone Co., Michigan, corner Jefferson; agents "Akron Sewer Pipe Co."

Sewing Machines.

Ætna Sewing Machine Co., John G. Doehring, agent, 37 Monroe.
AMERICAN SEWING MACHINE CO., E. S Burnham, manager, 63 Madison.
DOMESTIC SEWING MACHINE CO., AND PATTERNS, J. W. Greene, 177 Summit.
Florence Sewing Machine, 148 Summit.
Grover & Baker Sewing Machine Co., H. C Ellis, manager, 42 Jefferson.
SINGER SEWING MACHINE CO., H. Coquillard, agent, 40 and 42 Madison.
The Howe Sewing Machine Co., T. B. Terry, manager, 54 Madison.
WEED SEWING MACHINE CO., A. E. Dickinson, manager, 222 Summit.
Wheeler & Wilson Sewing Machine Co., D. W. Belle, manager, 48 Madison.

Ship Brokers.

Andrews & Southard, 76 Water.
Huntley, Milton T., 64 Water.
Stevens, J. & Co., 98 Water.

Ship Chandlers.

WILCOX BROTHERS, 64 and 66 Water.

Ship Builders.

(*See, also, Boat Builders.*)

Bailey Brothers, Water, foot of Ash.
Gilmore, Abram, Ellenboro.
Mills & Clark, Water, near Adams.
Sullivan, Dennis, Water, near Adams.

Shirt Manufacturers.

Barker, T. I., 44 Monroe.
Buck, C. H., 159 Summit.
Cunningham, N. Miss, 159 Summit, up-stairs.
Eppstein, Max M., 65 Summit.
Garvin & Tappan, 131 Summit, manufacturers "Corn City Shirt."
Mirck, C. Miss, 115 Summit.
Price, J. C., 141 Summit.

Smut Machines.

Parrott, J. S., 138 St. Clair.

Soap Manufacturers.

BELL, S. W. & CO., Lucas, corner 13th.
HOFFMAN, JOHN, corner 15th and Lucas.
Ohio Soap Co., Water, near Bridge.
Stainthorp, L. B , Curtis, near lock 5.

Soda Water.

SCHRINK, JOHN & CO., proprietors City Bottling Works, 491 Erie.

Sorghum Mills.

Mooers, H. & Co., manufacturers, Water, corner Cherry.

Stave Dealers.

Birckhead, P. H., Water, foot of Lagrange.
Miller, D. & Brother, Water, corner Magnolia.
Mackintosh, John, 3 Walbridge block.
Rogers, George P., Walbridge block.

Stave Manufacturers.

Weaver, David, Ironville.
Skidmore & Thacher, Fourth, near Cherry.
Trowbridge, D. N. & Son, Front, between Navarre avenue and L. S. & M. S. Railway.

Steam and Warming Apparatus.

SHAW, KENDALL & CO., 85 St. Clair.
Waite & Williams, 74 Madison.

Steam-Engines.

Haughton & Kneisser, Huron, near Short.
Mooers, H. & Co., Water, near Cherry.
Russell & Thayer, Water, foot of Lagrange.
VULCAN FOUNDRY & MACHINE WORKS, Water, corner Lagrange.

Stencil Cutter and Steel Stamp.

CANNEFF, JAMES J., 22 Summit.
Walter, H. W., 33 Jefferson.

Stone-Ware.

Barnes, Henry, 273 St. Clair.
Hassenzahl, L., jr., jobber, 53 Monroe.
Phillips, August, 233 Cherry.

Stone-Yards.

Becker, John & Co., St. Clair, corner Oak.
Geake & Geake, 24 Vine.
Loeb, George, Water, foot of Lynn.
Toledo Frear Stone Co., corner Michigan and Jefferson.
Scott & Burnep, River, foot of Cherry, East Side.

Steamship Lines.

(*Agents.*)

Allen, Declan, Agent Cunard, Inman, White Star, and Anchor lines, 132 Adams.
Colton, A. W., Agent White Star Line, foot of Jefferson.
GAETSCHENBERGER, F. A., Agent Red Star Line, American Steamship Co , 79 Superior.
Gates, William, 57 Madison.
Schuck & Weis, Agents Eagle Line of Steamers, 154 Summit.

Stoves and Tinware.

Ballard, Charles, 318 Adams.
BACON & WILL, 79 Monroe.
Bortz, J. B., 333 St. Clair.
Carruthers, David, 42 Monroe.
Clarke, P. T. & Sons, 252 Summit.
Erne & Mather, 147 Adams.
Eversman, Ernst A., 237 St. Clair.
Kelly & Co., 265 Summit.
Ketcham & Viot, 106 Summit.
MAPLES & NORTON, 242 and 244 Summit.
McCaffery & Kessler, 100 Cherry.
McLain & Walker, Front, near Bridge.
Rouse, B. L., 77 Monroe.
Ruter, E. & Co., 38 Monroe.
Schaal, F. & Co., 233 Summit.
Squires, E. D., Monroe, near Wagon Works.
Vorhes & McLane, corner Platt and Front.
Wylie, James, 415 Summit.

Stove Manufacturers.

Toledo Stove Works, office, 139 St. Clair

Straw Goods.

BABBITT, A. T. & CO., 193 St. Clair.
PICKENS & PLUMER, 120 and 122 Summit.

Surgical Instruments.

Ransom & Randolph, 83 Jefferson.

Tailors and Repairers.

Buelow, Albert, 184 St. Clair.
Dimmer Mathias, 189 Allen.
Doering, John G., 35 Monroe (up-stairs.)
Hassenzahl, Philip, French, near White.
Koch, Martin, 72 Adams.
Kraus, John, 61 Cherry.
Kriegel, Frederick, 101 Cherry.
Lowater, George, 339 Summit.
Perry, Ebenezer E., 50 Adams.
VanAarle, Thomas, 146 South Erie.

Tanners and Curriers.

Hormel & Heyer, Curtis, at lock 6.
Hubbard, F. & Co., office 66 Summit.
Morey, John, 238 Summit.
OBRIST, A. & SONS., office 42 Summit.

Teas, Coffees and Spices.

GRISWOLD, G. H., 52 Summit.
Day, T. S. & Co., 148 Superior.
Hathaway, A. H. & Co., 82 Summit.

Tea Stores.

Allen, Delaney & Co., 185 Summit.
Cox, A. J. Mrs., 227 Summit.
Dickey, J. W. & Co., 65 Monroe.
Vatter, Joseph, Broadway, near Segur avenue.

Telegraph Companies.

Western Union, 3 Board of Trade.
Atlantic & Pacific, 136 Summit.

Theatres.

Adelphi Theatre, Summit, near Cherry.
Theatre Comique, Madison, corner Water.
Wheeler Opera House, St. Clair, corner Monroe.

Ticket Offices.

(*General Railway and Steamship.*)

Davis, W. E., Perry, corner Summit.
Gaetschenberger, F. A., 79 Superior.
Gates, William, 57 Madison.

Tin Boxes.

(*Manufacturers.*)

Clark, H. M. & Co., 107 Monroe.

Tin, Copper and Sheet-Iron Workers.

Bortz, J. B., 333 St. Clair.
Curran, John J., 114 Monroe.
Durell, William, Jr., 415 Summit.
FENN, JOHN, 147 Washington.
MAPLES & NORTON, 242 and 244 Summit.
Stevens, J. N., 10 and 12 Oak.

Tobacco-Box Manufacturers.

Ludwig, Frank, Erie, North Toledo.
Nagely, John & Co., 110 Erie.

Tobacco Manufacturers.

Chase, Isherwood & Co., 235, 237 and 239 Broadway.
Isherwood, W. S. & Co., 96 and 98 Ottawa.
Messinger, Charles R., 272 and 274 Summit.

Tobacco Tubs and Pails.

(*Manufacturer.*)

Spross, Andrew, corner Adams and Fourteenth.

Trunk Manufacturers.

BAUMGARDNER & SHEPLER, 40 Monroe.
PARSONS, EIMICK & CO., 98 Summit.

Umbrella Repairers.

Doering, Chris., 63 Cherry.
Teiple Brothers. 271 St. Clair.

Undertakers.

Abele, Joseph, 113 Erie.
Couldwell, A. B., 60 Monroe.
Minneker & Blum 367 St. Clair.
Neher, Benedict & Son, corner Broadway and Jervis.
Schroeder, William H., 216 Summit.

Upholsterers.

Bartlett & Hager, 196 Summit.
Buckman & Mallett, 206 Summit.
Elling, Frank L., 137 Adams.
Dixon, William G., 246 Summit.
Meilink, B. & Co., 204 Summit.
Neher, B. & Son, Broadway, corner Jervis.
Roberts, L. D., 218 Summit.

Veterinary Surgeons.

Elliott, John, 301 St. Clair.
McBain, William E., 316 Erie.

Vinegar Manufacturer.

Keller, J. J., 42 Cherry.

Wagon Makers.

Bihn, W., First, near Oak.
Clark & Remelsbecker, 56 First.
CRONE, C. F., 286 St. Clair.
Engel & Gates, corner Nebraska avenue and Fifteenth.
Gifford, L. B., 116 St. Clair.
Hatz, Joseph, Locust, near Water.
Ireland, Francis, corner Superior and Lafayette.
Kemp, James, 17 Superior.
Kipp, Jo., Summit, corner Walnut.
Kopf & Kiff, 328 Summit.
Kothe, G., Lagrange, corner Michigan.
Kritzer, J., Oak, corner Second.
Merickal, Notsey M., corner Cherry and Utica.
RAPPARLIE, JOHN, corner St. Clair and Williams.
SIEBERT, E., 13 Orange.
Speckert, Wandlen, Vine.
Stogner, J., 9 Oak.

Wagons.

(*Manufacturers.*)

Milburn Wagon Works, Monroe, junction Detroit railroad.

Wall Paper.

Brown & Faunce, 115 Summit.
Brown, T. J., Eager & Co., 163 Summit.
Frost & Williams. 147 Summit.
Hamnett, W. C. & Co., 35 Monroe.
Machen, A. & Co., 238 South St. Clair.
Trost, Gustav, 181 Summit.

Watches and Jewelry.

Alcorn, William W., 157 Summit.
Bliss, M. W., 30 Monroe.
Broer, Bernard H., 242 South St. Clair.
Canneff, Joseph W., Oak, between Water and Summit.
Conley, Martin C., 183 Summit.
Cook, H. T. & Co., 137 Summit and 37 Madison.
Isenthal, Max., 35 Monroe.
Moore, James, 103 Summit, up stairs.
Nichols, William, 45 Summit.
Tanke, J. Louis, 175 Summit.

Watchmakers and Repairers.

Broer, B. H., 242 South St. Clair.
Cregyer. Charles A., 187 Summit.
Schwarz, Gottlieb, 290 Summit.
Thatcher, Thomas D., Front, near Cherry.

Wheelbarrow Manufacturer.

THOMAS, G. W., Bismarck, corner Humboldt.

Wines.

(*Manufacturers.*)

Koch, E. W. E., 48 Summit.
LENK WINE CO., office 154 Summit.

Wines and Liquors.

(*Importers and Dealers.*)

Boos, M. & Son, 56 Monroe.
Brand, R. & Co., 148 St. Clair.
Entemann Brothers, 47 Monroe.
Epker, H. & Son, Washington.
Fink, Michael, 34 Front.
Fontaine, L. A. & Co., 176 Summit.
Franc, L. & Co., 64 Summit.
Lohman, Paul, 105 Monroe.
Melchers, Edward, 103 Monroe.
O'Brien, M. & C., 60 Summit.
Rosenthal & Co., 94 Monroe.
Stettiner, H. & Co., 90 Monroe.
Stettiner, Landman & Co., 202 Summit.
Thorner & Cohen, 58 Monroe.

Wire Goods.

(*Manufacturers.*)

Cole, Benjamin C. Mrs., 75 Cherry.
Ingold, Fritz, 331 Summit.
Benster Brothers, 355 St. Clair.

Wood Engravers.

French, E. C. & J. K., 91 Summit.
Hopkins, O. J., 24 Summit.

Wood and Willow Ware.

EMERSON & CO., 142 and 144 Summit.
Poe & Breed, 62 Summit.
SECOR, BERDAN & CO., 114 and 116 Summit.
UNION MANUFACTURING CO., 241 and 243 Hamilton, near Bismarck.

Wooden Ware.

(*Manufacturers.*)

UNION MANUFACTURING CO., 241 and 243 Hamilton.

Wood Yard.

ROBINSON & CO., Water, between Monroe and Jefferson.

Wood Pullers.

Hormel & Heyer, 38 St. Clair.

Wrapping Paper.

Blade Printing and Paper Co., 154 St. Clair.
Ohio and Michigan Paper Co., 144 St. Clair.

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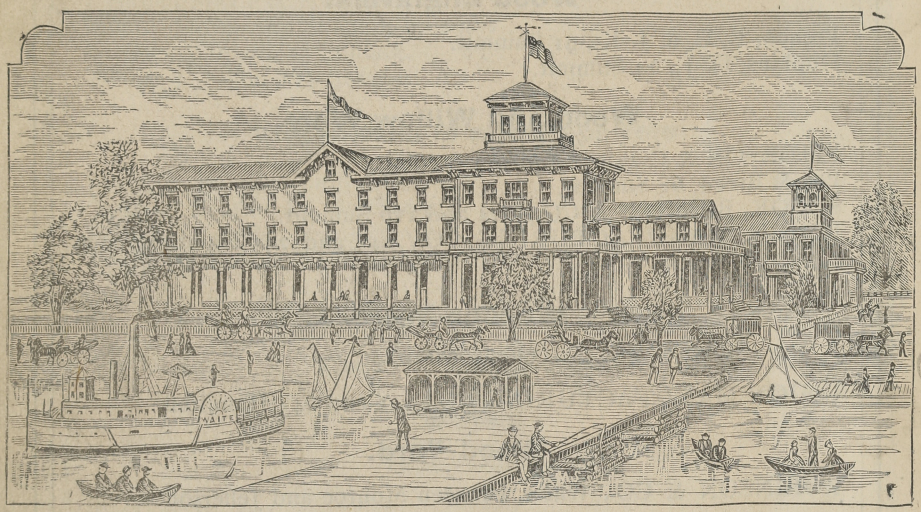

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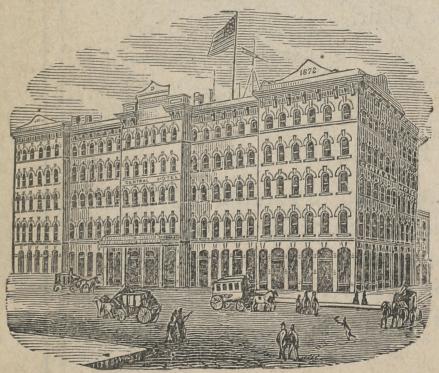

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